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TRANSPORTATION TOMORROW SURVEY

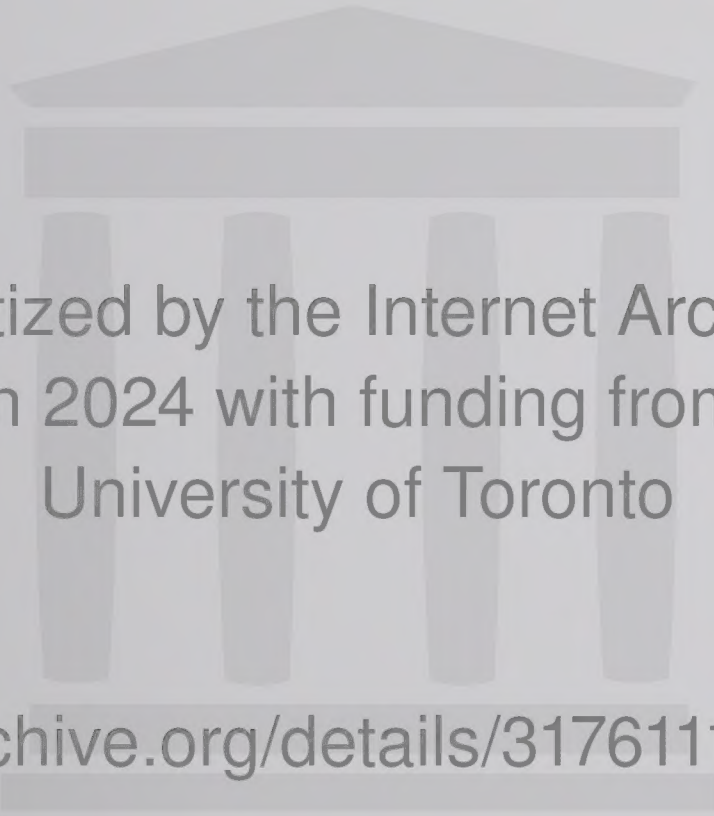
2006, 2001 & 1996
TRAVEL SURVEY SUMMARIES

FOURTH REPORT OF THE 2006 TTS SERIES



datamanagementgroup

DEPARTMENT OF CIVIL ENGINEERING
UNIVERSITY OF TORONTO



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2006, 2001 & 1996 TRAVEL SURVEY SUMMARIES

Prepared for the
Transportation Information Steering Committee

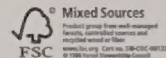
by the

Data Management Group
Department of Civil Engineering
University of Toronto
October 2008



Participating Agencies:

Cities of Barrie, Brantford, Guelph, Hamilton, Kawartha Lakes, Peterborough, and Toronto
Counties of Dufferin, Peterborough, Simcoe, and Wellington
GO Transit
Ministry of Transportation, Ontario
Regional Municipalities of Durham, Halton, Niagara, Peel, Waterloo, and York
Toronto Transit Commission
Town of Orangeville



ACKNOWLEDGMENTS

The 2006 Transportation Tomorrow Survey (TTS) was conducted on behalf of 21 local, regional, provincial and transit operating agencies in the Greater Toronto and surrounding regions. The members of the TTS Survey Technical Committee are represented by the following agencies:

City of Barrie	GO Transit
City of Brantford	Ministry of Transportation, Ontario
City of Guelph	Regional Municipality of Durham
City of Hamilton	Regional Municipality of Halton
City of Kawartha Lakes	Regional Municipality of Niagara
City of Peterborough	Regional Municipality of Peel
City of Toronto	Regional Municipality of Waterloo
County of Dufferin	Regional Municipality of York
County of Peterborough	Toronto Transit Commission
County of Simcoe	Town of Orangeville
County of Wellington	

This report was prepared for the Transportation Information Steering Committee (TISC) by the Data Management Group (DMG) at the Department of Civil Engineering, University of Toronto. The Steering Committee, formerly known as the Toronto Area Transportation Planning Data Collection Steering Committee (TATPDCSC), which also conducted the 1986, 1991, 1996 and 2001 TTS, is represented by the Ontario Ministry of Transportation, Cities of Toronto and Hamilton, Regional Municipalities of Durham, Halton, Peel and York, GO Transit and the Toronto Transit Commission. The contributions of the above supporting agencies to the production of this report and to the ongoing work of the DMG are gratefully acknowledged.

FURTHER INFORMATION

The Transportation Tomorrow Surveys (TTS) are parts of an ongoing data collection program by the Transportation Information Steering Committee (TISC). The survey data (2006, 2001, 1996, 1991 and 1986) are currently under the care of the Data Management Group. This group is responsible for maintaining the TTS databases and making available appropriate travel information for any urban transportation study in the area. Requests for information from the TTS, or enquiries related to the contents of this report, should be directed to the address below.

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A list of other TTS publications and technical reports is included in this report.

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INTRODUCTION

BACKGROUND

The 2006 Transportation Tomorrow Survey (TTS) is the largest and most comprehensive travel survey ever conducted in Ontario or perhaps anywhere in North America. The survey was conducted on behalf of 21 local, regional, provincial and transit operating agencies in the Greater Toronto Area and surrounding regions. The TTS data contains detailed demographic information on all members of a surveyed household and a ledger of travel information over an entire weekday.

The 2006 survey is the fifth in a series of surveys conducted every five years. The first Transportation Tomorrow Survey, conducted in 1986, collected information for more than 61,700 households in the Greater Toronto & Hamilton Area (GTHA). The GTHA consists of the Cities of Toronto and Hamilton (formerly Metropolitan Toronto and the Regional Municipality of Hamilton-Wentworth) and the Regional Municipalities of Durham, Halton, Peel and York. The 1986 TTS was the most comprehensive travel survey in the Toronto area since the 1964 Home Interview Survey for the Metropolitan Toronto and Region Transportation Study (MTARTS).

In 1991, the second TTS was conducted as an update survey for the 1986 data. Recognizing the importance of inter-regional travel, the 1991 survey area was expanded to include local municipalities adjacent to the GTHA boundary. Approximately 22,300 households in the GTHA and 2,200 households at the fringe of the GTHA were successfully interviewed. The survey captured the travel condition in the GTHA after five years of active changes, with particular emphasis on areas that experienced rapid population growth between 1986 and 1991. The 1991 survey data provided a clear measure of global trends on urban travel characteristics. One of the most significant observations was the shift of urban population and employment growth from the City of Toronto to the surrounding regions and its impact on travel demand and modal choice.

The 1996 TTS expanded its focus from the GTHA to include a large part of south central Ontario. The resulting survey now involved cooperation from twelve regional and county governments, three cities, one town, two transit operators and one provincial ministry. Based on Census in-

formation, the survey area covered 60 percent of Ontario's total population. A total of 115,200 households, or five percent of all households in the survey area, were successfully interviewed. The survey provided sample information on an estimated 13 million daily trips in the survey area.

The 2001 TTS survey covered much of the same area as the 1996 survey excluding the Regional Municipality of Waterloo whilst expanding into other counties outside of the GTHA. The survey again involved cooperation from seven cities, eight regional and county governments, one town, two transit operators and one provincial ministry. Altogether approximately 137,000 households were successfully interviewed. The survey provided sample information on an estimated 14 million daily trips in the survey area.

The 2006 TTS covered all of the area involved in the 2001 survey plus the Regional Municipality of Waterloo, which had previously been surveyed in 1996 but not 2001, and the City of Brantford and County of Dufferin which had not been surveyed in previous versions of the TTS. The survey involved co-operation from seven cities, ten regional and county governments, one town, two transit operators and one provincial ministry. Altogether approximately 149,000 households were successfully interviewed. The survey provides sample information on an estimated 16.5 million daily trips in the survey area.

Unlike data sources such as regular traffic counts which measure the change in magnitude of travel demand, the TTS provides information on the characteristics of these changes. As a transportation time series database, the TTS enables analysis on how factors such as flexible work hour programs, relocation of manufacturing employment, increasing female participation in the labour force, and aging population influence how people travel, how often and the purpose of their trips.

In addition to providing time series travel information for the GTHA and its surrounding areas, the

2006 TTS data is an important data source for transportation planning. It provides a clear description on existing travel patterns and how travel demand is influenced by current demographic and socio-economic factors. This is especially useful for areas which do not have previous travel survey data. Furthermore, because of the scope of the survey coverage, the 2006 data is also a key datum for understanding the interdependence of communities in south central Ontario.

PURPOSE OF THIS REPORT

The purpose of this report is to summarize the 2006, 2001 & 1996 Transportation Tomorrow Survey data according to municipal boundaries. The summary is presented in tabular and graphic formats at different levels of detail, namely the entire TTS area and each local regional municipality of the participating agencies. The information presented includes socio-demographic and travel characteristics. In addition to presenting the magnitude of the trips coming into and leaving an area, the summary tables and figures also describe travel characteristics such as travel purpose, trip start time, travel distance and travel mode choice.

The information presented in this report is based on Version 2.1 of the 1996 TTS database, Version 1.0 of the 2001 TTS database and Version 1.0 of the 2006 TTS database. For a comparison of data with previous TTS results, please refer to the fifth report in the 1996 Transportation Survey series entitled, *1996, 1991 & 1986 Travel Survey Summaries for the Greater Toronto Area* and the fifth report in the 2006 Transportation Tomorrow series entitled *2006, 2001, 1996 & 1986 Travel Survey Summaries for the Greater Toronto and Hamilton Area*.

THE TTS DATA

DESIGN AND CONDUCT OF THE SURVEYS

1996 Survey

The 1996 TTS, with approximately 115,200 completed household interviews, covered a large portion of south central Ontario. The survey area consisted of the Cities of Toronto (formerly Metropolitan Toronto), Hamilton (formerly the Regional Municipality of Hamilton-Wentworth), Barrie, Guelph, Peterborough and Kawartha Lakes (formerly the County of Victoria), the Regional Municipalities of Durham, Halton, Niagara, Peel, Waterloo and York, the Town of Orangeville and partial coverage of the Counties of Peterborough, Simcoe and Wellington.

The 1996 TTS was conducted over two time periods. At the request of the Regional Municipality of Waterloo, households in the Waterloo area were surveyed in the fall of 1995 while the main survey was conducted in the fall of 1996. There were no changes in survey methodology or questionnaire between survey periods and the two data sets are combined for all expansion and analytical processes.

The approach taken in the 1996 survey was a continuation of the experience and development gained from previous surveys done in 1986 and 1991 surveys. A random sample of households in the study area was selected from Bell Canada's files containing information on residential subscribers. The Bell files contain the name, address and telephone number of households listed in the telephone directory. Households with unlisted telephone numbers were not included in the sample but are believed to be uniformly distributed throughout the study area and with no obvious correlation to socio-economic status. The target for the survey was to obtain a random sample of five percent of the households in the study area. The actual sampling rate in each Forward Sortation Area (defined by the first three characters of the postal code) was reviewed to ensure an even distribution of sample rates across the sample area.

An advance letter was mailed to the sample household before the actual interview took place. The purpose was to introduce the survey, outline the survey process and impress upon the household the legitimacy and importance of information that would be collected in the interview.

Interviewers telephoned each sample household to collect travel information for the preceding day and recorded the data directly on computer files using a direct data entry program. As the information was entered, the program carried out spelling checks on street names, validation checks on transit routes and many other checks on the consistency and completeness of the information. The sample rates were monitored daily by sample control software to ensure even coverage of the study area during the survey period. The locations of households, places of work and school, trip origins and destinations were coded to a geographic reference system.

Geographic coding enables the survey results to be studied at aggregated levels which are both flexible and accurate.

2001 Survey

Similar to the 1996 survey, the 2001 survey with approximately 137,000 household interviews was a new, full survey with a target of a five percent random sample of households throughout the survey area. The survey area in 2001 was similar to that in 1996 except that the Regional Municipality of Waterloo was not surveyed, while the City of Orillia and full coverage of Simcoe County were added.

The approach taken in 2001 followed that taken in 1996 with additional logic checks and quality control mechanisms built into the conduct of the survey for enhanced accuracy.

The 2001 survey was conducted over three time periods. Areas external to the GTHA were surveyed in the fall of 2000 and the GTHA was surveyed in the fall of 2001. In May 2002, additional interviews were conducted in the GTHA to amend a sample bias due to the under-representation of apartment buildings in the sample, which was discovered after the first two survey periods. There were no changes in the survey methodology or questionnaire between survey periods and all data was combined for all expansion and analytical processes.

2006 Survey

The 2006 survey with approximately 149 000 household interviews is another full survey with a target of a five percent random sample of households throughout the survey area. The survey area has expanded from 2001 to include the Regional Municipality of Waterloo, Dufferin County and the City of Brantford. In order to provide contiguous coverage in the area surveyed, Brant County was also surveyed during the training of interview staff.

The survey methodology and questionnaire in the 2006 survey was the same as the previous surveys. However, the sample control, interview and geocoding software were rewritten to provide better performance and quality control. The survey was divided into two phases. The first phase was conducted in the fall of 2005 and included interviews for the areas outside the GTHA, while the second phase was conducted in the fall of 2006 and included only households within the GTHA. As in previous surveys, the two datasets were combined into one database at the end of the survey for data expansion and validation.

Detailed documentation of the planning and implementation of the surveys is contained in the Design and Conduct of the Survey reports for each corresponding survey year.

INFORMATION COLLECTED

1996 Survey

All three surveys, 1996, 2001 and 2006, collected similar demographic and travel information. Demographic data were collected for the households and each member of the household. Travel information was usually for the weekday just prior to the day of the interview. The 1996 database may be summarized as follows:

Demographic Information

- Household Characteristics
 - Location of residence
 - Dwelling unit type
 - Number of persons living in the household
 - Number of vehicles available for personal use

- Person Characteristics
 - Age
 - Gender
 - Employment and student status
 - Possession of a driver's license
 - Possession of a transit pass
 - Location of usual place of work
 - Location of usual place of school
 - Availability of free parking at usual place of work
 - Occupation Type
 - Whether or not the person worked at home on the trip day (only asked if a person employed full time outside the home did not make a work trip on the survey day)

Travel Information

- Nature of trip
 - Start time
 - Purpose of trip
 - Origin and destination points
- Means of travel
 - Travel mode
 - Detailed transit routes

A trip was defined as a one-way movement between two locations for a single purpose. For example, a trip may be made to work, to serve the needs of a passenger, or to return home. The survey collected trip information for all persons of age 11 years or older over a 24-hour period. To reflect travel activities on an average work day, only trips made on Monday to Friday were recorded. The survey results indicated an equal coverage of trips on each of the five weekdays.

A walk trip was recorded only if it was made to or from a place of work or school.

All children between the ages of 6 and 11 were assumed to be full time students.

2001 Survey

In addition to the information collected in the 1996 survey, the 2001 survey also collected the following for each person in the household:

- School name
- Boarding and alighting stations for all GO Train and subway trips

2006 Survey

The information collected in 2006 remained the same as that collected in 2001.

A comprehensive description of the contents and structures of the TTS database is contained in the Data Guides for each individual survey year.

SAMPLE EXPANSION METHODS

1996 Survey

Including the Waterloo Region survey, approximately 88 900 households in the GTHA and 26 290 households outside the GTHA were successfully interviewed in the 1996 survey. Based on the 1996 Census count of 1,802,700 households in the GTHA and 499,000 households in the remaining survey area, the 1996 survey achieved its target of a five percent global sample of all households.

To represent the total population in the TTS area, each sample household was given an expansion factor. The factors were defined as the ratio of the number of Census dwelling units to the number of surveyed household units in a census tract (CT). Census tracts were aggregated, where necessary, for statistical reliability. For areas not covered by census tracts, expansion factors were based on municipality if the total number of households surveyed was less than 450.

The sample selection for the survey was based on Bell Canada's residential phone listings. Institutions such as retirement homes and reformatories were not included in the survey. As a result,

while the expansion procedure ensures that TTS data represent total census dwelling units, population counts by TTS are usually less than those reported by census. The overall under-reporting of the GTHA population in 1996 was 2.7 percent.

2001 Survey

In 2001, approximately 113 600 households in the GTHA and 22,700 households outside the GTHA were successfully interviewed. Based on the 2001 Census count of 1,968,700 households in the GTHA and 438,400 households in the remaining survey area, the 2001 survey achieved its target of a five percent global sample of all households.

The 2001 TTS differed from previous surveys in that the data did not consist of a random selection of households throughout the survey area. The initial sample selection and sample control process were based on Forward Sortation Areas (FSAs) - the first three characters of the postal code. In 2001 expansion factors were applied to the data at the FSA level as opposed to census tract which was used in 1996. Within most FSAs, apartment buildings were known to be under-represented relative to other types of housing. Hence, different expansion factors were applied within individual FSAs depending on the type of housing (apartment versus non-apartment).

As with 1996, institutions such as retirement homes and reformatories were not part of this survey and the population counts by TTS were again less than those reported by Census. The overall under-reporting of the GTHA population in 2001 was 3.2 percent.

2006 Survey

There were approximately 112,500 households in the GTHA and 37,100 households outside of the GTHA successfully interviewed in the 2006 TTS. Based on the 2006 Census, there were 2,160,100 households in the GTHA and 711,200 households in the remaining survey area. Therefore, the target of a five percent sample was achieved.

Similar to previous surveys, sample selection and sample control processes were based on FSAs. According to past experience, apartment buildings are under-represented in TTS. Hence, a higher sample rate for apartments was used. Unlike the 2001 TTS, no differential expansion process was used for apartments.

Institutions such as retirement homes and reformatories were not included in the survey. As a result, the overall population count for the GTHA by TTS is 3.1% less than that reported by Census.

The sample expansion procedures for the three surveys are described in detail in the TTS Data Expansion reports for the three years.

QUALITY OF THE DATA

1996 Survey

Tests on the validity of the 1996 survey information using data from other sources are described in the 1996 TTS report *Data Validation*. Analysis of the 1996 survey data indicates that the data are reliable and representative. Comparisons done with Cordon Count Programs and transit ridership counts show a good match with 1996 TTS data especially during the morning peak period. During off-peak travel some under-reporting of trips occurs which is predominately associated with automobile trips. In general public transit trips are well represented by TTS data with the exception of some off-peak under-reporting in the Toronto downtown area associated with streetcar usage.

The TTS tends to under-report infants and elderly persons in comparison with Census data. The exclusion of collective homes, such as hospitals and nursing homes, from the survey is likely a contributing factor in the under-representation of the elderly. Furthermore, due to the difference in sample periods between the TTS and Census, the spatial distribution of persons aged 18 to 27 differ between the two databases. This in turn affects the estimation of post-secondary students for portions of the survey area.

A detailed analysis on trip rates between informants and non-informants of surveyed households indicate no significant differences on the home-based work and school trips. Differences in trip rates between informants and non-informants are mainly associated with non-home-based and home-based discretionary trips by auto driver mode.

For further discussion on the validation of the 1996 data, refer to the Data Management Group's report entitled, *1996 Transportation Tomorrow Survey Discretionary Travel* and the 1996 TTS

report, *Data Validation*.

2001 Survey

Analysis of the 2001 survey data indicates that, as with previous years, the TTS data may be used with a high degree of confidence. With respect to peak-period travel there is no evidence of under-reporting of trips made in the A.M. peak period. Public transit trips are accurately represented through the day and any under-reporting which occurs is primarily associated with off-peak automobile trips.

TTS tends to under-represent the overall population of the survey area compared to Census data. The under-representation is most noticeable in infants and elderly persons. The exclusion of collective homes, such as hospitals and nursing homes, from the survey is likely a contributing factor in the under-representation of the elderly. Also as in 1996, the spatial distribution of persons aged 18 to 27 differ between the two databases. This can again be attributed to the timing and definition of the survey relative to the census and the effect this has on post-secondary school students.

TTS data accurately reflects the number of full-time students in most parts of the survey area. Initial comparisons with university and college enrollment data suggest that there might be some under-representation of students at McMaster, Guelph and Trent Universities.

For further discussion on the validation of the 2001 data, refer to the 2001 TTS report, *Data Validation*.

2006 Survey

Preliminary analysis of the 2006 survey data indicates that the quality of the data is consistent with those of previous surveys and can be used with confidence. Peak period travel corresponds with the 2006 Cordon Count survey data and transit trips are comparable to the ridership data provided by transit agencies.

As in previous surveys, population was under-represented by the 2006 TTS as compared to the Census data. The exclusion of collective homes such as hospitals and nursing homes from the survey likely contributes to the under-representation of the elderly. There is also an under-repre-

sentation of people aged 18 to 27. This can be attributed to the timing and definition of the survey relative to the census and its effect on post-secondary school students. The growing use of cell phones in place of land lines in this age group might also account for the under-representation.

For further discussion on the validation of the 2006 data, refer to the 2006 TTS report, *Data Validation*.

REPORT CONTENTS

OVERVIEW

This report presents data from the 1996, 2001 and 2006 TTS Survey. The data in this report are presented in two sections. The first section provides demographic characteristics and travel pattern data information for each of the participating municipalities and the whole survey area. The second section provides a set of trip matrices for each survey year. The origin-destination trip matrices and home to work trip matrices are summarized by municipality.

The demographic and travel pattern data are presented on two pages for each area of interest. On the left-hand page are data pertaining to employment and work trips for 2006. The right-hand page presents a time series comparison for the 2006, 2001 and 1996 surveys in summary tables. Data for all of the municipalities included in this report does not exist for each survey year as some municipalities were just recently added to the survey area.

To reflect the fact that all numbers presented in this report are estimates based on expanded survey data, all numeric figures are rounded. Totals and subtotals are rounded to the nearest 100 for all data presented. All percentages are rounded to the nearest integer. No information is presented for categories that have less than four observations or survey records. These categories are denoted by an asterisk (*).

Invalid survey responses are dealt with in two ways. The response is grouped under the "other" category if one is available (travel mode, for example). Otherwise, invalid responses are distributed proportionately (based on the valid responses) between the available categories.

Although Brant County was not officially part of the survey area, data for this region was collected during the interviewer training portion of the survey and is included in this report.

All data presented in this report are limited to the residents of the survey area. It should be noted though that the entire survey area has shifted in its boundaries in every survey year.

2006 STATISTICS

Employment Location

The chart on the left-hand page shows the distribution of employment locations for residents of the area and the distribution of home locations for persons working in the area. At the entire survey area level, total employment and employed labour force are presented for each municipality. The distribution of employment within the municipality is presented on the map in the lower right corner where applicable.

Employment location is measured in the survey by the response to the usual place of work question. Therefore, employment does not include positions that may be vacant or are held by residents external to the survey area. The chart is sorted by the employment location of the residents in descending order of magnitude.

Work Trip Origins and Destinations

Work trip origin and destination distributions are presented together on the same plot on the right half of the page. The distributions are presented by the twenty areas in the TTS.

The origin distribution illustrates the distribution of trip origins for work trips destined for the highlighted area. The destination distribution shows the distribution of destinations for work trips made by residents of the highlighted area. For the destination distribution trips made by the residents can originate anywhere.

The origin and destination distribution percentages are presented side by side on each plot for comparison purposes. Note that the work trips are for a 24-hour period and include only the first work trip of the day for each person. The number of work trips to an area is less than the total employment since not all employed persons make a work trip on a given day.

TIME SERIES SUMMARY TABLES

Demographic characteristics and travel patterns are presented on the right-hand page in four tables. Information from the 2006 survey is presented in black followed by information from the 2001 and 1996 surveys in green.

Demographic Characteristics

Demographic data are presented in two tables on the top half of the page, one summarizes the data by household and the other summarizes the data by person.

Household characteristics include:

- Total number of households in the area. The data expansion procedure ensures a close match with the census
- Distribution of households by dwelling type: house, townhouse or apartment
- Distribution of households by number of persons in residence at the time of the interview
- Distribution of households by number of vehicles available to the household for personal use
- A series of ratios that reflect the general characteristics of households in the area:
 - Persons - Total population divided by total number of households
 - Workers - Total number of employed persons (full-time, part-time or work at home) divided by total number of households
 - Drivers - Total number of persons in possession of a driver's license divided by the total number of households
 - Vehicles - Total number of vehicles available for personal use divided by total number of households
 - Trips/day - Total number of trips by persons of age 11 and over divided by total number of Households

Personal characteristics include:

- Total population in private residence in the area at the time of the interview
- Population by gender
- For each gender category, the percentage of persons in possession of a valid transit pass, a valid driver's license and distribution by employment status. Employment categories are

full-time outside the home, part-time outside the home, work at home full time and work at home part time and student (full or part-time).

- Median age, the age where 50 percent of the population is older and 50 percent is younger
- Distribution by age cohort
- Daily trips per person calculated by the number of trips made by persons aged 11 and over divided by the number of persons aged 11 and over

Travel Patterns

The two tables on the lower half of the page present travel pattern information in two categories, trip purpose and mode of travel. The top table is summarized by trips that were made by residents of the area and the lower table is summarized by trips with a destination in the area. Trips made by residents of an area are a measure of mobility and thus all trips regardless of trip origin or destination are included. The number of trips made to an area is a measure of the area's attractiveness and therefore includes trips made by both residents and non-residents of the area.

The time periods dealt with are the 24-hour period and a 3-hour morning peak period. The morning peak period has been chosen to minimize the number of non-work trips that are included in the summary. In general, the composition of the morning peak is dominated by trips to work and school. Although the period chosen for the morning peak is indicated as 6:00 a.m. to 9:00 a.m., the data actually comprises trips starting at 6:00 a.m. to 8:59 a.m. The reason for excluding trips starting at exactly 9:00 a.m. is that respondents tend to round off the times they reported to the nearest quarter or half hour. If data for both 6:00 a.m. and 9:00 a.m. are included the actual number of morning peak period trips would be overrepresented.

Trip Purpose

For trips made by residents of an area, the home location is the link between the commuter and the area of interest. Consequently, trip purpose categories are defined as:

- Home to work and work to home (home-based work, HB-W) trips
- Home to school and school to home (home-based school, HB-S) trip
- All other home-based (home-based discretionary, HB-D) trips
- All trips where neither trip end is the home (non-home-based, N-HB)

The magnitude of the trips made to an area gives an indication of the attraction of land use in the

area. The destination purposes are defined as:

- Work
- School
- Home bound
- Other or discretionary trips such as shopping, entertainment, etc.

Mode of Travel

The travel mode categories are:

- Automobile driver
- Automobile passenger
- Local transit
- GO Train
- Walk and Bicycle
- Other, which includes motorcycle, taxi, school bus and other modes

If a trip uses more than one mode category which includes public transit then public transit is given preference. In cases where both GO Train and local transit were used, GO Train is the dominant classification.

Trips Made by Residents of an Area

In addition to the travel information by trip purpose and travel mode, the summary tables also include statistics on the percentage of internal trips and median trip lengths.

The percentage of trips made entirely within an area by residents of the same area is a measure of the degree of self-containment for the area of interest. The percentages are calculated for the 24-hour period and a 3-hour morning peak period.

Median trip lengths are calculated as the trip distance of which 50 percent of the trips are longer and 50 percent are shorter. Trip length is measured as the straight line distance between origin and destination points. Trips with origin or destination outside the TTS area not included since these coordinates are approximations. The figures presented are by travel modes for the 24-hour period.

ORIGIN-DESTINATION TRIP MATRICES

Two kinds of origin-destination trip matrices are presented in this section. Both include all travel modes and cover the 24-hour period and a 3-hour peak period. The first type is the origin-destination matrix which presents all trip purposes and includes all trip records in the database.

The second type is the home to work trip matrix which presents the first work trip for each person. The destination is the actual destination of the work trip, however, the trip origin, as recorded in the survey, is replaced by the home location of the commuter. This definition differs from the Place-Of-Work (POW) information from Statistics Canada in that the Census data uses home to work linkages, not trips.

The trip matrices are presented separately for each survey year and are summarized by the TTS municipalities. Trips made to or from areas external to the TTS area are not included in the tables. Therefore, these totals and subtotals are less than those presented in the summary pages for each area.

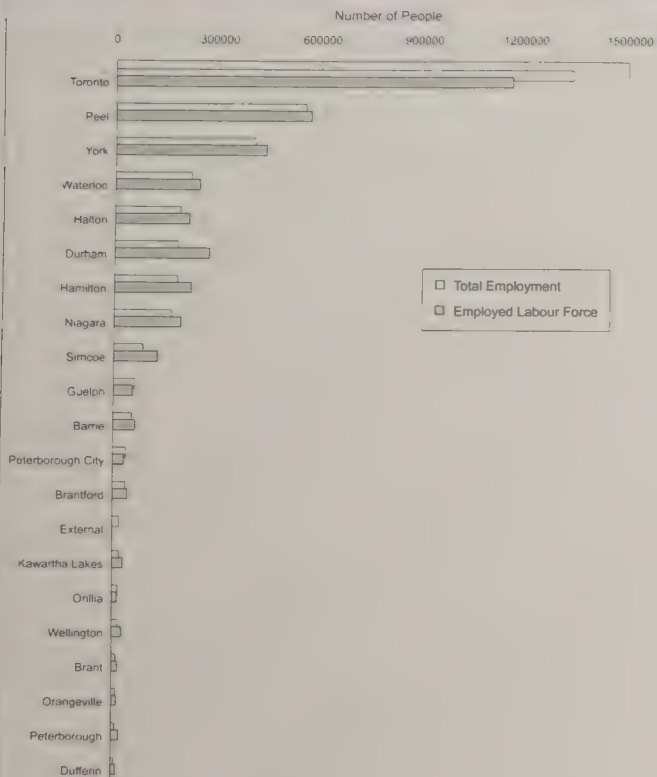
Values have been rounded as to the nearest 100 trips for all data presented.

AREA SUMMARIES

TRANSPORTATION TOMORROW SURVEY AREA

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

Origin % Distribution of work trip origins

Total 2,874,200

Destination % Distribution of work trip destinations

Total 2,875,800



TRANSPORTATION TOMORROW SURVEY AREA

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:		2,871,200	2,417,500	2,311,800	
Dwelling Type	House	67%	7%	25%	
		64%	5%	30%	
		63%	6%	31%	
Household Size (persons)	1	2	3	4	5+
	21%	33%	18%	18%	10%
	21%	32%	18%	19%	11%
	21%	31%	18%	19%	11%
No. of Available Vehicles	0	1	2	3	4+
	14%	40%	36%	8%	2%
	14%	40%	36%	8%	2%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips Day
	2.7	1.4	1.8	1.5	5.8
	2.7	1.4	1.8	1.4	5.9
	2.7	1.4	1.7	1.4	5.7

TOTAL POPULATION:		7,705,300	6,529,600	6,271,200					
					Employment Status				
	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home	FT	PT
Male	3,719,900	6%	70%	23%	43%	6%	4%	1%	
	3,193,000	6%	70%	24%	47%	6%	3%	0%	
	3,070,400	5%	68%	25%	45%	6%	2%	0%	
Female	3,985,400	8%	61%	22%	31%	11%	2%	1%	
	3,326,700	6%	60%	23%	33%	11%	2%	1%	
	3,200,800	6%	58%	24%	31%	11%	1%	1%	
On survey day: Made work trip					88%	53%	36%	20%	
					86%	53%	38%	19%	
					86%	54%	40%	22%	
Age	Median	0-10	11-15	16-25	26-45	46-64	65+		
	39.6	13%	7%	11%	28%	24%	15%		
	36.0	14%	7%	12%	33%	21%	12%		
Daily trips/Person (age 11+):					2.5				
					2.5				
					2.5				

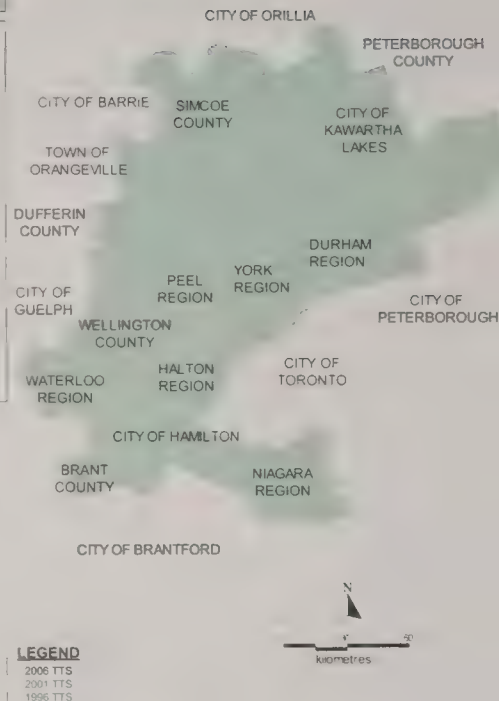
TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF ITS AREA

Time Period	Trips	% of 24 hr	Trip Purpose Category				Mode of Travel						
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle	Other	
6-9 a.m.	3,790,000	22.9%	48%	22%	20%	10%	61%	13%	11%	2%	9%	5%	
	3,213,400	22.6%	52%	22%	18%	9%	61%	12%	12%	2%	9%	5%	
	2,930,700	22.3%	53%	24%	15%	8%	59%	12%	13%	1%	10%	4%	
24 hours	16,541,700	31%	31%	12%	41%	16%	65%	16%	9%	1%	6%	3%	
	14,200,600	32%	32%	12%	40%	16%	65%	16%	9%	1%	6%	3%	
	13,158,400	33%	33%	12%	39%	15%	64%	16%	10%	1%	6%	3%	
Percentage of trips made within district			6-9 a.m. = 99%	24 hours = 99%	Median Trp Length (km)	5.3	4.1	6.1	10.3				
			99%	99%	5.6	4.2	6.0	30.6					
			99%	99%	5.4	4.0	5.6	29.4					

TRIPS TO ITS AREA

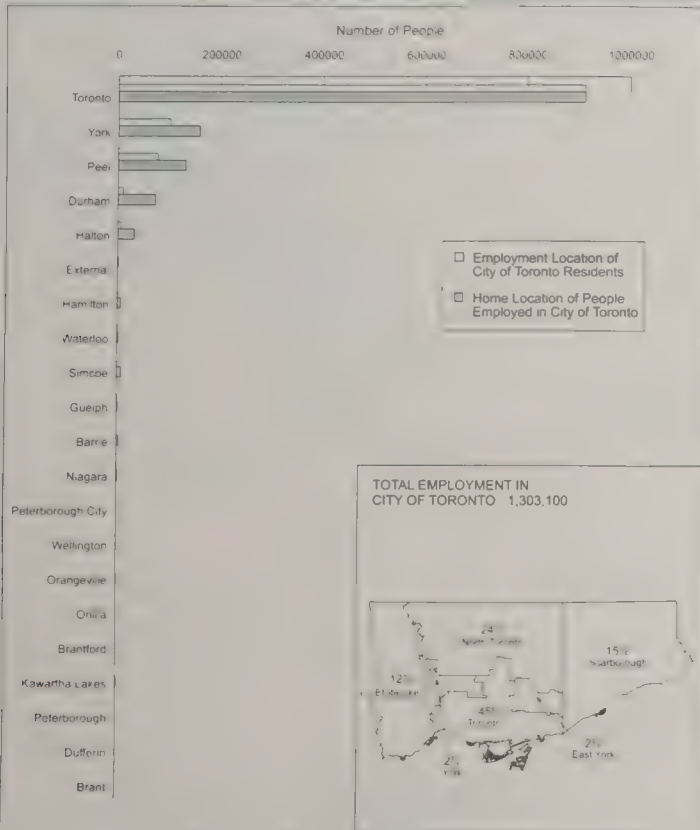
Time Period	Trips	% of 24 hr	Destination Purpose				Mode of Travel						
			Work	School	Home	Other	Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle	Other	
6-9 a.m.	3,768,100	22.9%	52%	23%	6%	20%	61%	13%	11%	2%	9%	5%	
	3,181,900	22.6%	55%	23%	5%	17%	60%	12%	12%	2%	9%	5%	
	2,907,500	22.2%	57%	24%	4%	15%	59%	12%	13%	1%	10%	4%	
24 hours	16,471,500	17%	17%	6%	42%	34%	65%	16%	9%	1%	6%	3%	
	14,153,400	18%	18%	7%	42%	33%	64%	16%	10%	1%	6%	3%	
	13,071,600	18%	18%	7%	42%	33%	64%	16%	10%	1%	6%	3%	



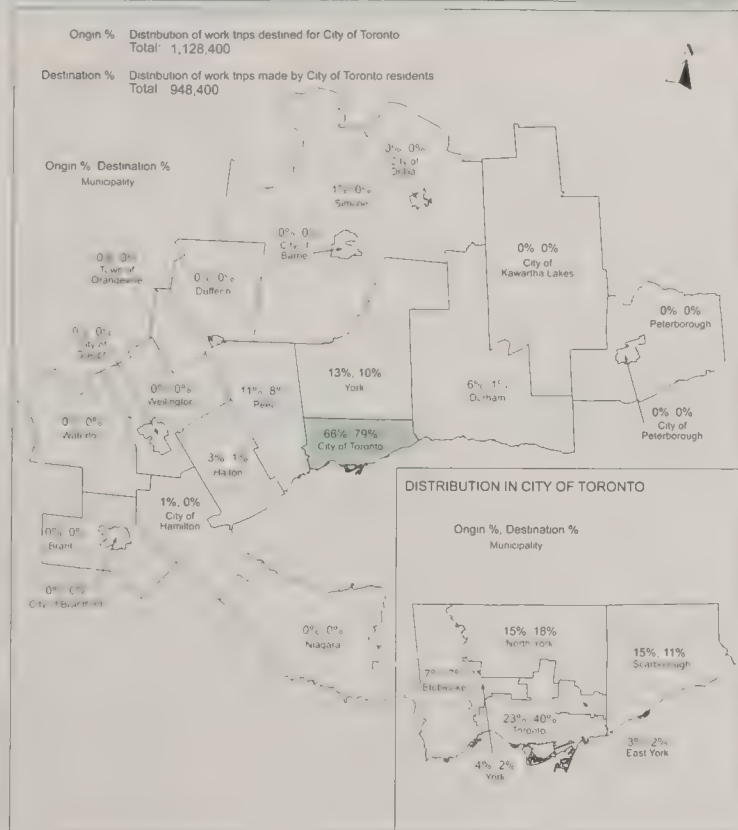
CITY OF TORONTO

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS



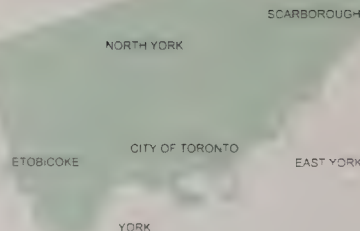
DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 979,300
943,300
908,500

Dwelling Type	House	Townhouse			Apartment
	50%		6%		44%
	46%		3%		50%
	49%		4%		47%
Household Size (persons)	1	2	3	4	5+
	27%	33%	18%	15%	8%
	27%	31%	18%	15%	9%
	27%	31%	17%	15%	10%
No. of Available Vehicles	0	1	2	3	4+
	26%	47%	22%	4%	1%
	25%	47%	23%	4%	1%
	26%	47%	22%	4%	1%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.5	1.3	1.5	1.1	4.9
	2.5	1.3	1.5	1.1	5.1
	2.5	1.3	1.5	1.1	5.0

TOTAL POPULATION: 2,445,900
2,368,700
2,305,600

	Population	Employment Status					
		Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home F/T P/T
Male	1,161,900	11%	67%	23%	41%	6%	4%
	1,147,000	7%	68%	23%	46%	6%	3%
	1,113,400	7%	67%	24%	44%	6%	2%
Female	1,284,000	13%	53%	21%	31%	9%	2%
	1,192,200	8%	51%	23%	32%	9%	1%
On survey day:		Made work trip		87%	56%	34%	20%
				87%	55%	37%	19%
				87%	58%	42%	27%
Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	40.4	12%	6%	11%	30%	23%	18%
	35.8	13%	6%	13%	35%	20%	14%
	34.4	13%	6%	13%	37%	18%	13%
Daily trips/Person (age 11+):		2.2					
		2.3					
		2.3					



TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF TORONTO

Time Period	Trips	% of 24 hr.	Trip Purpose Category				Mode of Travel					
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	1,115,700	23.3%	51%	21%	19%	9%	48%	12%	27%	1%	11%	1%
	1,111,900	23.3%	58%	21%	15%	8%	49%	11%	26%	1%	11%	1%
	1,036,900	22.9%	58%	23%	14%	7%	48%	12%	27%	1%	11%	1%
24 hours	4,786,200		33%	12%	39%	15%	53%	15%	23%	0%	8%	2%
	4,763,900		36%	12%	38%	14%	54%	14%	22%	0%	8%	1%
	4,522,800		35%	13%	37%	15%	53%	15%	22%	0%	8%	1%
Percentage of trips made within district:			6-9 a.m. =	86%	24 hours =	86%	Median Trip Length (km)		5.1	4.2	6.2	18.9
				85%		85%			5.4	4.3	6.1	18.7
				86%		86%			5.5	4.3	5.8	17.9

TRIPS TO CITY OF TORONTO

Time Period	Trips	% of 24 hr.	Destination Purpose				Mode of Travel					
			Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	1,327,600	25.7%	58%	21%	4%	17%	48%	11%	25%	5%	9%	1%
	1,295,900	25.4%	61%	20%	3%	15%	50%	11%	24%	4%	10%	1%
	1,200,800	25.0%	62%	22%	3%	13%	50%	11%	25%	3%	10%	1%
24 hours	5,173,700		21%	7%	39%	32%	53%	14%	22%	2%	8%	1%
	5,092,500		22%	7%	40%	31%	55%	14%	21%	1%	7%	1%
	4,809,800		22%	7%	40%	31%	54%	14%	22%	1%	8%	1%

LEGEND

2006 TTS
2001 TTS
1996 TTS

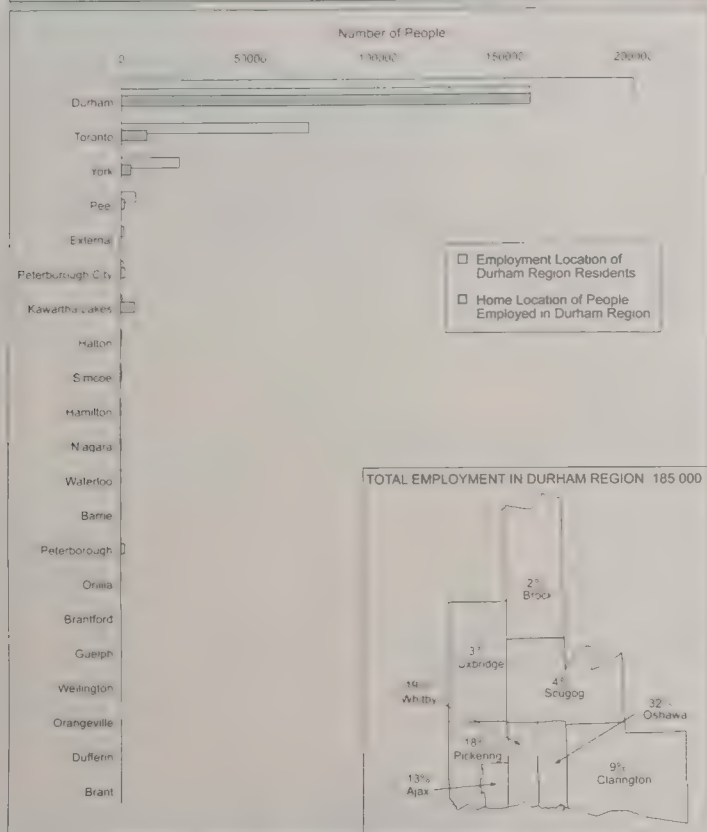


Area = 63,372 Hectares

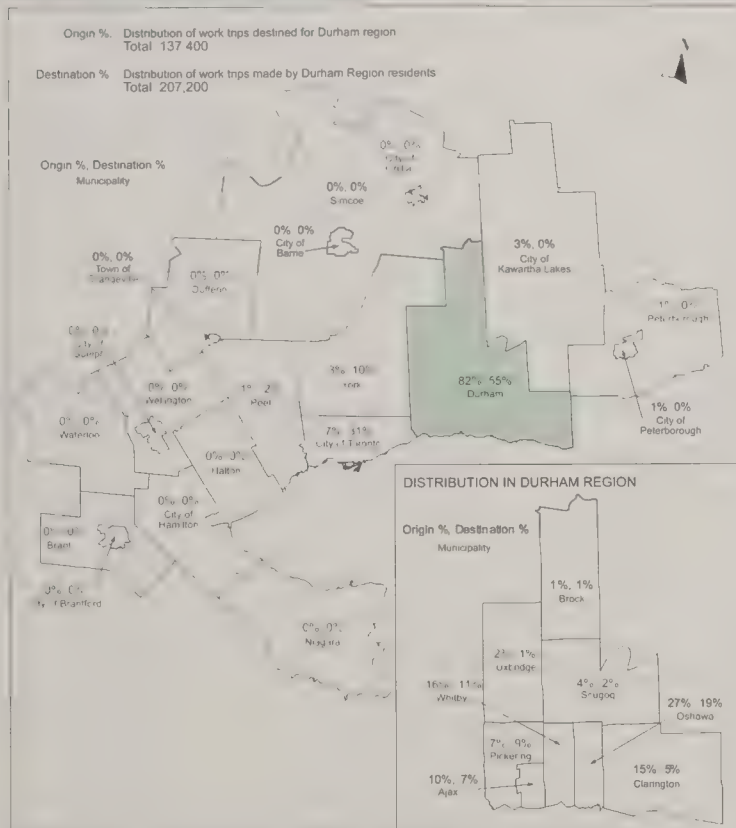
REGIONAL MUNICIPALITY OF DURHAM

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS



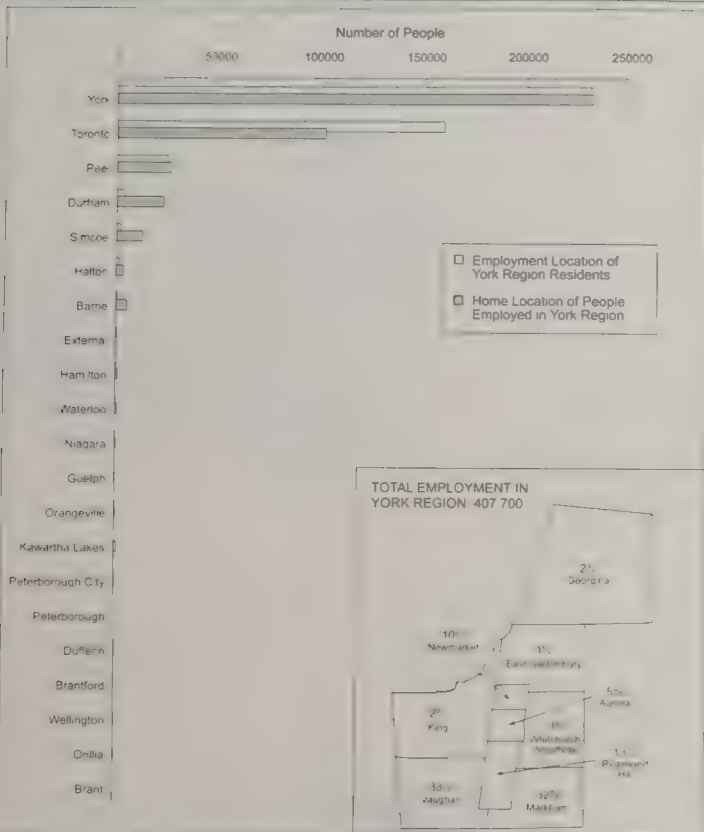
DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:						TOTAL POPULATION:								
194 600						539 500								
173 100						492 200								
154 300						450 400								
Employment Status														
Dwelling Type	House	Townhouse		Apartment		Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home F.T.	P.T.	
	80%	8%		12%		Male	260 900	6%	72%	24%	45%	6%	4%	1%
	80%	14%		14%			243 200	4%	69%	25%	48%	5%		
	78%	6%		16%			223 600	4%	67%	26%	47%	5%		
Household Size (persons)	1	2	3	4	5+	Female	278 600	6%	86%	23%	32%	11%	2%	1%
	17%	33%	19%	22%	10%		226 800	4%	62%	24%	31%	11%		
	16%	32%	18%	20%	12%									
	15%	30%	20%	23%	12%									
No. of Available Vehicles	0	1	2	3	4+	On survey day		Made work trip		85%	53%	54%	1%	1%
	6%	33%	46%	11%	4%					84%	51%	55%		
	6%	34%	47%	10%	3%									
	6%	35%	47%	9%	2%									
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
	2.8	1.5	1.9	1.7	6.3		39.8	13%	8%	11%	27%	28%	13%	
	2.8	1.5	1.9	1.7	6.5		36.0	16%	8%	11%	33%			
	2.9	1.5	1.9	1.7	6.2		32.8	19%	7%	11%	36%			
						Daily trips/Person (age 11+):	2.6							
							2.7							
							2.6							

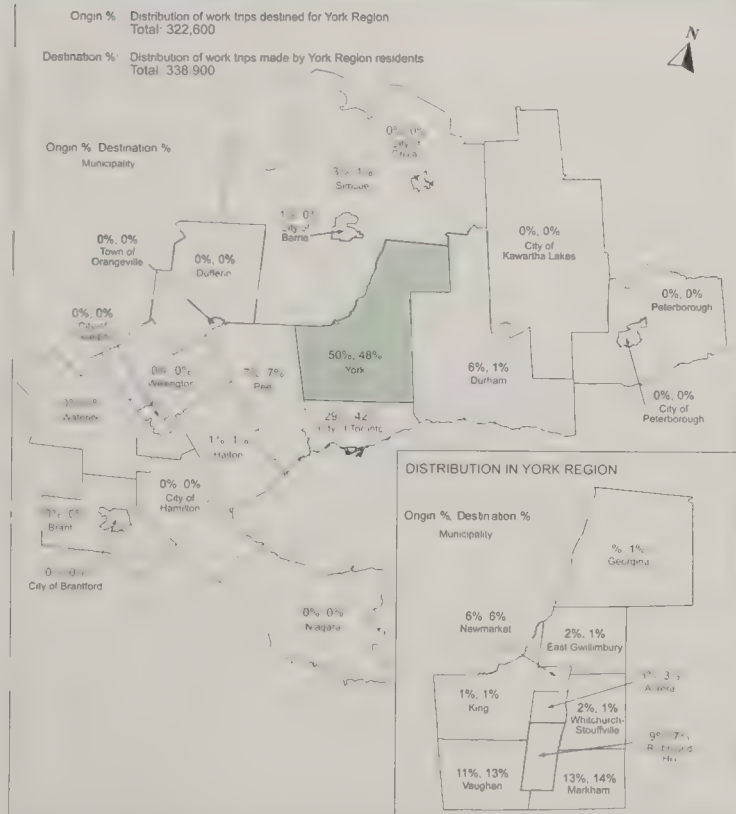
REGIONAL MUNICIPALITY OF YORK

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:	275,700					
	227,700					
	178,200					
Dwelling Type	House	Townhouse		Apartment		
	81%	9%		9%		
	83%	7%		10%		
	83%	6%		12%		
Household Size (persons)	1	2	3	4	5+	
	11%	28%	21%	26%	15%	
	11%	26%	21%	27%	15%	
	12%	25%	20%	26%	17%	
No. of Available Vehicles	0	1	2	3	4+	
	4%	29%	50%	12%	4%	
	4%	27%	51%	13%	5%	
	4%	28%	51%	12%	4%	
Household Averages	Persons	Workers	Drivers	Vehicles	Trps./Day	
	3.1	1.7	2.1	1.8	6.7	
	3.2	1.8	2.2	1.9	7.2	
	3.2	1.6	2.1	1.8	6.8	

TOTAL POPULATION:	857,500							
	721,000							
	567,700							
		Employment Status						
	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home F/T	Work at Home P/T
Male	418,800	5%	71%	25%	45%	5%	5%	1%
	359,000	4%	71%	25%	45%	5%	5%	1%
	281,200	3%	71%	25%	45%	5%	5%	1%
Female	438,700	6%	65%	24%	33%	10%	2%	1%
	361,900	4%	65%	24%	33%	10%	2%	1%
	286,500	3%	65%	24%	33%	10%	2%	1%
		On survey day Made work trip						
					88%	50%	35%	18%
Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
	39.0	14%	8%	12%	28%	25%	12%	
	35.3	15%						
Daily trips/Person (age 11+):	2.5							
	2							
	2.6							

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF YORK REGION

		Trip Purpose Category					Mode of Travel					
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	465,400	25.1%	46%	22%	21%	11%	65%	14%	7%	3%	6%	5%
	394,500	24.1%	49%	22%	19%	10%	66%	14%	7%	3%	6%	5%
	294,900	24.4%	50%	23%	16%	9%	65%	14%	7%	3%	6%	5%
24 hours	1,853,200	32%	32%	13%	40%	16%	69%	17%	5%	1%	4%	3%
	1,636,000	32%	32%	12%	39%	16%	71%	17%	5%	1%	4%	3%
	1,206,700	33%	33%	14%	38%	15%	70%	17%	5%	1%	4%	3%
Percentage of trips made within district:		6-9 a.m. =	61%	24 hours =	64%	Median Trip Length (km)	6.7	4.4	15.7	26.5		
			59%		63%		6.9	4.4	15.7	26.5		
			59%		62%		7.1	4.4	15.7	26.5		

TRIPS TO YORK REGION

		Destination Purpose					Mode of Travel					
Time Period	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	419,300	23.4%	52%	21%	6%	20%	69%	15%	3%	1%	7%	6%
	365,700	23.1%	56%	21%	4%	18%	70%	15%	3%	1%	7%	6%
	281,900	23.7%	58%	23%	4%	15%	67%	15%	3%	1%	7%	6%
24 hours	1,789,900	18%	5%	43%	33%	33%	71%	17%	4%	1%	5%	3%
	1,584,800	18%	5%	43%	33%	33%	72%	17%	4%	1%	5%	3%
	1,187,400	19%	6%	43%	32%	32%	71%	17%	4%	1%	5%	3%

LEGEND

20 METRES

20 METRES

20 METRES

20 METRES

20 METRES

20 METRES

20 METRES

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20 METRES

20 METRES

20 METRES

20 METRES

20 METRES

TRANSPORTATION
TOMORROW SURVEY

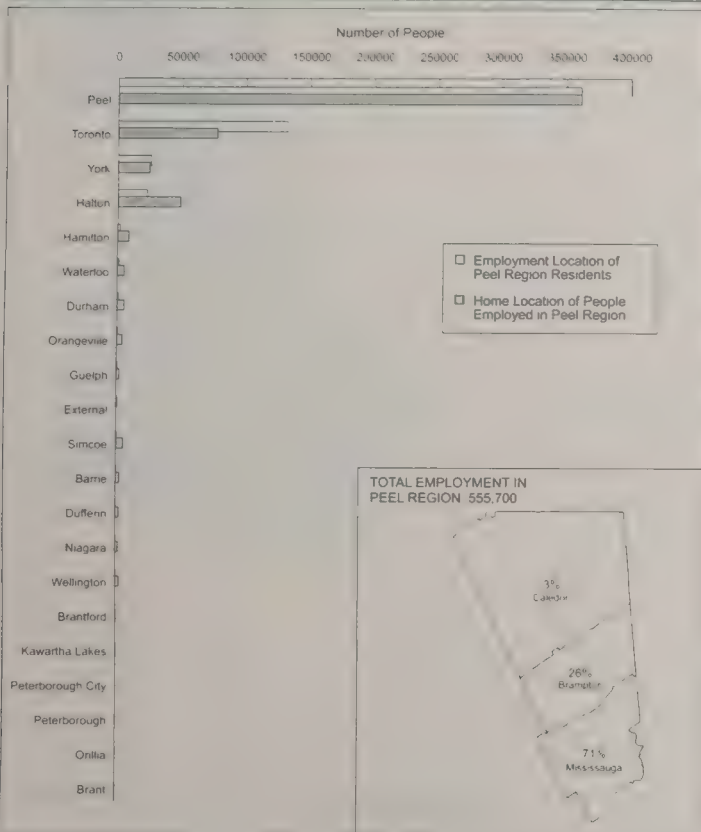
datamanagementgroup
CORPORATE, COMMUNITY, ENVIRONMENTAL
MANAGEMENT CONSULTANTS

Area = 186,095 Hectares

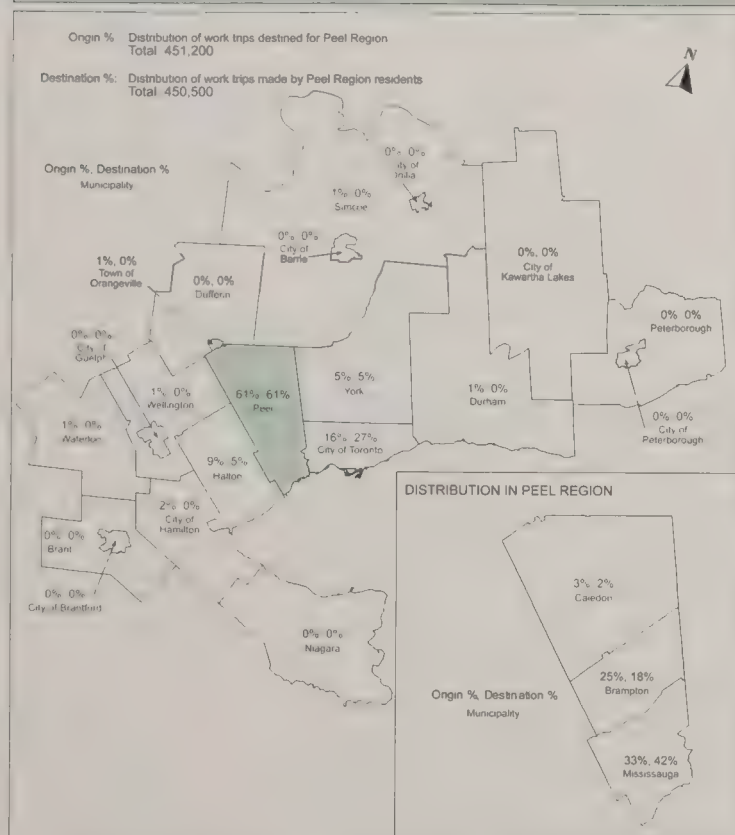
REGIONAL MUNICIPALITY OF PEEL

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS

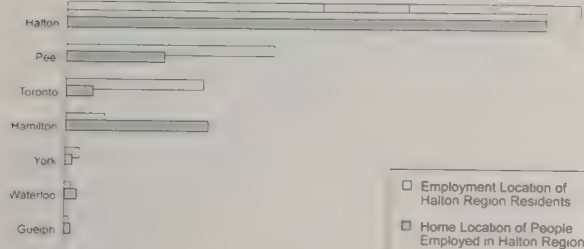
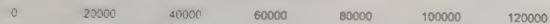


DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:					
359,000					
308,600					
266,500					
Dwelling Type	House	Townhouse	Apartment		
	70%	11%	19%		
	68%	8%	24%		
	64%	10%	26%		
Household Size (persons)	1	2	3	4	5+
	13%	27%	20%	24%	16%
	14%	27%	20%	24%	16%
	14%	28%	20%	24%	15%
No. of Available Vehicles	0	1	2	3	4+
	6%	37%	43%	10%	3%
	6%	36%	44%	11%	3%
	7%	37%	44%	9%	3%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	3.1	1.7	2.0	1.7	6.5
	3.1	1.7	2.0	1.7	6.6
	0	1.6	1.9	1.6	6.3

TOTAL POPULATION:		1,119,100		954,200		812,500	
		548,300		472,500		404,500	
		25%		25%		25%	
		5%		6%		6%	
		4%		4%		4%	
		5%		5%		5%	
		5%		5%		5%	
		5%		5%		5%	
		5%		5%		5%	
		5%		5%		5%	
		5%		5%		5%	
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		5%		5%		5%	
		5%		5%		5%	
		5%		5%		5%	
		5%		5%		5%	

Number of People



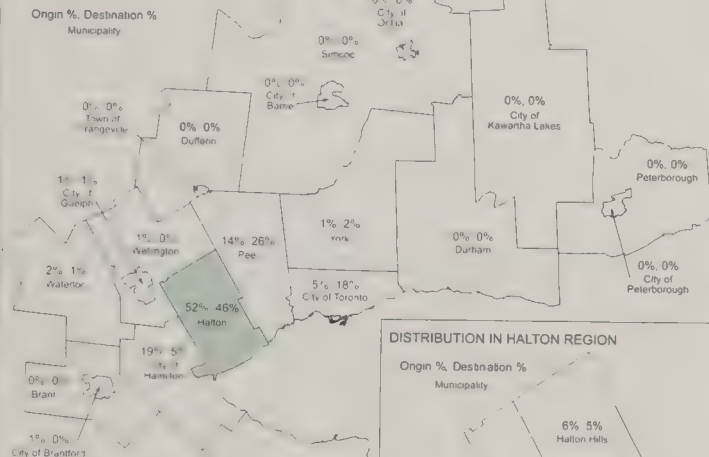
TOTAL EMPLOYMENT IN HALTON REGION 190,500

Origin Distribution of work trips destined for Halton Region

Total 148,500

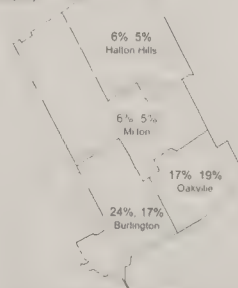
Destination % Distribution of work trips made by Halton Region residents

Total 164,900



DISTRIBUTION IN HALTON REGION

Origin % Destination %
Municipality



REGIONAL MUNICIPALITY OF HALTON

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 156,900
133,600
118,400

Dwelling Type	House	Townhouse	Apartment
	71%	13%	16%
	73%	9%	18%
	71%	10%	20%

Household Size (persons)	1	2	3	4	5+
	17%	36%	19%	19%	9%
	18%	35%	18%	20%	9%
	18%	32%	19%	21%	11%

No. of Available Vehicles	0	1	2	3	4+
	5%	31%	51%	10%	3%
	5%	33%	49%	10%	3%
	6%	34%	48%	10%	2%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.7	1.5	1.9	1.8	6.3
	2.7	1.5	1.9	1.7	6.6
	2.8	1.5	1.9	1.7	6.4

TOTAL POPULATION: 422,700
364,100
328,300

	Population	Employment Status					
		Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home F/T P/T
Male	204,600	5%	72%	22%	45%	6%	5%
	178,100	4%	72%	23%	48%	5%	3%
	161,000	4%	70%	25%	50%	5%	2%
Female	217,900	5%	69%	21%	32%	11%	3%
	186,000	4%	68%	22%	32%	12%	2%
	167,300	4%	67%	23%	32%	13%	1%
On survey day:		Made work trip		87%	53%	39%	21%
				86%	50%	41%	17%
				87%	53%	40%	17%

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	39.9	14%	7%	9%	28%	25%	15%
	37.6	15%	7%	10%	32%	22%	13%
	34.8	16%	7%	11%	35%	20%	10%

Daily trips/Person (age 11+): 2.7
2.8
2.8

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF HALTON REGION

Time Period	Trip Purpose Category						Mode of Travel					
	Trips	% of 24 hr	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	223,200	22.6%	48%	19%	22%	10%	69%	12%	1%	6%	7%	5%
	191,100	21.8%	50%	20%	20%	9%	68%	12%	1%	6%	7%	5%
	169,200	22.4%	54%	21%	16%	8%	68%	12%	2%	5%	8%	6%
24 hours	989,500	29%	10%	44%	17%	73%	16%	1%	3%	5%	3%	3%
	877,400	29%	10%	44%	17%	74%	15%	1%	3%	4%	3%	3%
	754,600	32%	11%	42%	16%	73%	16%	1%	2%	5%	3%	3%
Percentage of trips made within district: 6-9 a.m. =							63%	24 hours =	68%	Median Trip Length (km)	5.4	3.8
							61%		67%		5.3	3.7
							61%		68%		5.2	3.8
											3.7	36.0

TRIPS TO HALTON REGION

Time Period	Destination Purpose						Mode of Travel					
	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	201,300	21.0%	50%	21%	6%	23%	71%	14%	2%	0%	8%	5%
	172,200	20.3%	51%	23%	5%	21%	71%	14%	1%	0%	8%	5%
	146,000	20.0%	53%	24%	5%	18%	69%	13%	2%	0%	9%	6%
24 hours	960,600	15%	5%	42%	37%	74%	16%	1%	2%	5%	2%	2%
	849,900	15%	5%	43%	37%	74%	16%	1%	2%	4%	3%	3%
	728,300	16%	6%	44%	35%	73%	17%	1%	1%	5%	3%	3%

HALTON HILLS

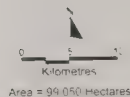
MILTON

OAKVILLE

BURLINGTON

LEGEND

2006 TTS



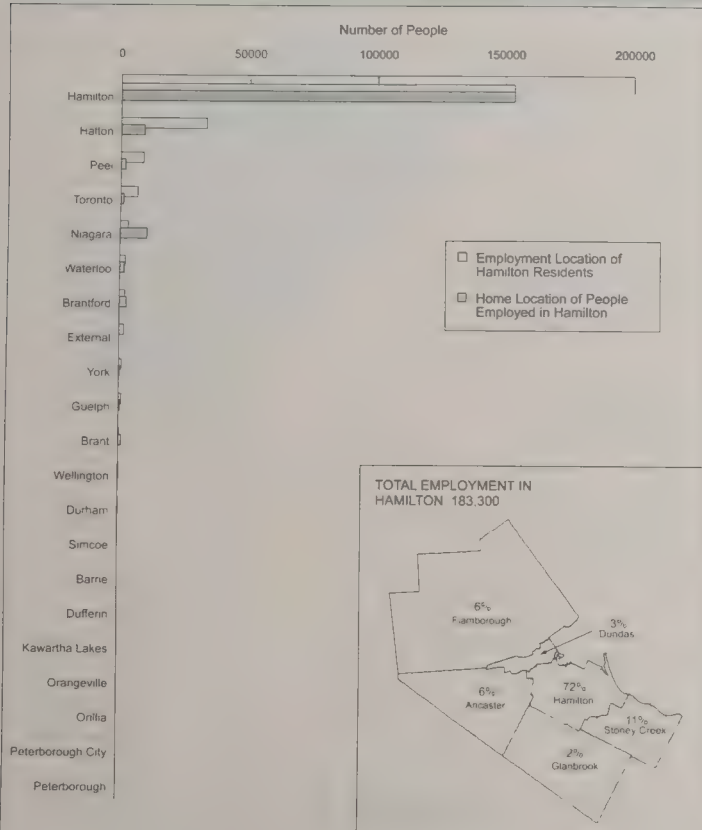
TRANSPORTATION
TOMORROW SURVEY



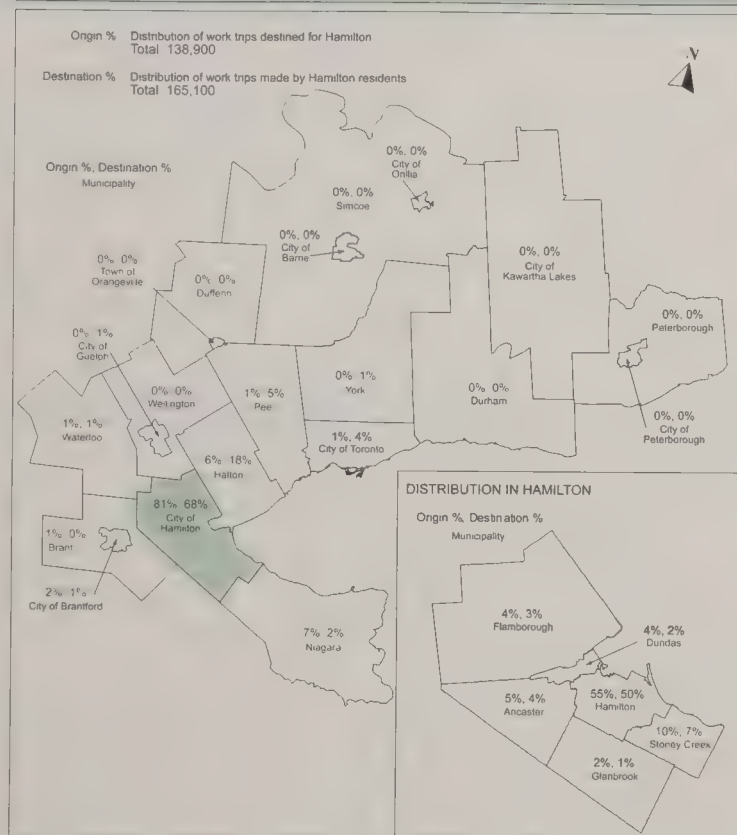
datamanagementgroup

DEPARTMENT OF ENGINEERING
UNIVERSITY OF TORONTO

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS



CITY OF HAMILTON

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 194,500
188,900
179,100

Dwelling Type	House	Townhouse	Apartment
	68%	8%	24%
	66%	5%	26%
	69%	6%	26%

Household Size (persons)	1	2	3	4	5+
	25%	35%	16%	15%	9%
	24%	33%	16%	16%	10%
	25%	32%	16%	16%	9%

No. of Available Vehicles	0	1	2	3	4+
	16%	41%	34%	7%	2%
	15%	41%	35%	7%	2%
	16%	43%	33%	6%	2%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Daily
	2.5	1.2	1.6	1.4	5.4
	2.6	1.3	1.7	1.4	5.7
	2.6	1.2	1.6	1.4	5.4

TOTAL POPULATION: 487,100
485,900
462,000

	Population	Transit Pass	Licenced Drivers	Student	Full time	Employment Status	
						Part time	Work at Home F/T
Male	236,800	6%	69%	23%	39%	6%	3%
	237,400	4%	70%	24%	44%	6%	2%
	226,100	5%	69%	24%	43%	6%	2%
Female	250,300	7%	61%	22%	28%	12%	2%
	248,600	6%	61%	22%	28%	12%	1%
	235,900	7%	58%	23%	26%	13%	1%
On survey day: Made work trip					84%	54%	41%
					84%	53%	39%
					85%	54%	34%

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	41.1	12%	7%	12%	26%	24%	18%
	37.8	13%	7%	13%	29%	21%	16%
	34.4	15%	6%	13%	33%	18%	13%
Daily trips/Person (age 11+):	2.5						
	2.5						
	2.5						

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF HAMILTON

Time Period	Trips	% of 24 hr.	Trip Purpose Category				Mode of Travel				
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	221,000	21.0%	46%	24%	20%	9%	63%	12%	7%	1%	10%
	222,200	20.8%	50%	24%	16%	9%	64%	12%	6%	1%	11%
	194,600	20.0%	52%	25%	16%	7%	63%	13%	7%	1%	12%
24 hours	1,054,300		28%	12%	44%	16%	67%	17%	7%	0%	6%
	1,070,000		29%	12%	43%	16%	68%	17%	5%	1%	6%
	972,500		30%	12%	43%	15%	66%	18%	6%	0%	7%
Percentage of trips made within district: 6-9 a.m. = 79%							Median Tnp	5.2	4.3	4.0	60.2
24 hours = 80%							Length (km)	5.0	3.9	3.5	59.7
								4.9	3.9	3.7	59.1

TRIPS TO CITY OF HAMILTON

Time Period	Trips	% of 24 hr.	Destination Purpose				Mode of Travel				
			Work	School	Home	Other	Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle
6 - 9 a.m.	205,000	20.3%	45%	27%	6%	21%	62%	12%	8%	0%	11%
	199,500	19.7%	47%	28%	6%	19%	62%	13%	6%	0%	12%
	181,900	19.5%	52%	27%	5%	16%	62%	13%	7%	0%	13%
24 hours	1,009,700		14%	7%	44%	36%	66%	17%	7%	0%	6%
	1,144,000		14%	7%	44%	36%	66%	17%	7%	0%	6%
	84,100		14%	7%	44%	36%	66%	17%	7%	0%	6%

FLAMBOROUGH

DUNDAS

HAMILTON

ANCASTER

STONEY CREEK

GLANBROOK

LEGEND

2006 TTS
2001 TTS
1996 TTS



Area = 112 674 Hectares

TRANSPORTATION
TOMORROW SURVEY

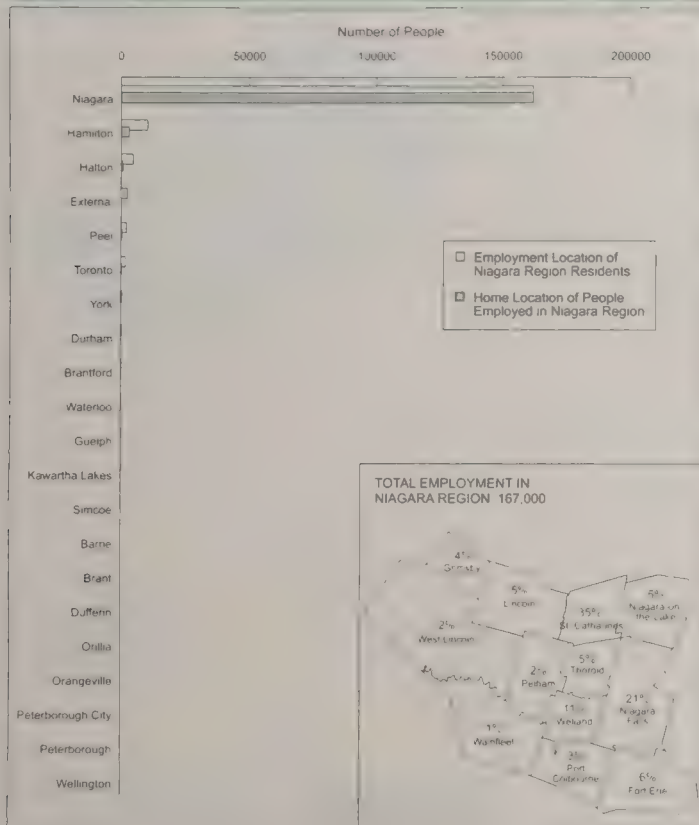


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UNIVERSITY OF TORONTO

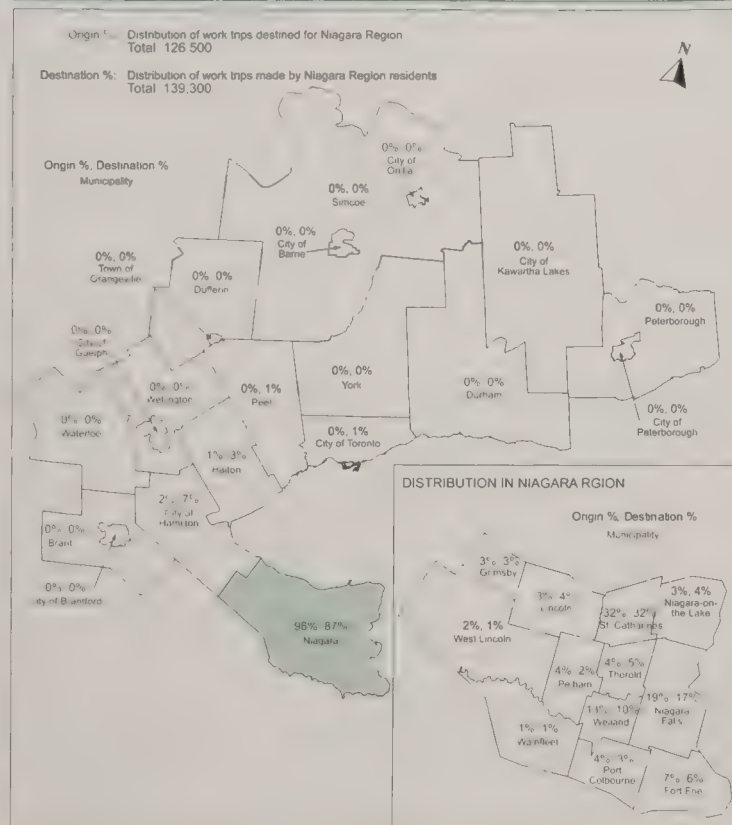
REGIONAL MUNICIPALITY OF NIAGARA

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS



REGIONAL MUNICIPALITY OF NIAGARA

29

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:					
169 400					
162 400					
156 600					
Dwelling Type	House	Townhouse		Apartment	
	81%	5%		14%	
	79%	5%		17%	
	77%	4%		19%	
Household Size (persons)	1	2	3	4	5+
	23%	40%	16%	14%	7%
	23%	38%	16%	15%	9%
	22%	37%	17%	16%	9%
No. of Available Vehicles	0	1	2	3	4+
	8%	40%	40%	9%	3%
	8%	40%	40%	9%	3%
	10%	41%	39%	8%	2%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.5	1.2	1.8	1.6	6.1
	2.5	1.2	1.8	1.6	6.2
	2.6	1.2	1.7	1.5	5.7

TOTAL POPULATION:		418 800	411 200	401 700					

Number of People

0 50000 100000 150000 200000 250000

Waterloo
 Guelph
 Peel
 External
 Halton
 Toronto
 Wellington
 Hamilton
 Brantford
 York
 Brant
 Durham
 Niagara
 Simcoe
 Barrie
 Duffell
 Kawartha Lakes
 Orillia
 Orangeville
 Peterborough City
 Peterborough

□ Employment Location of Waterloo Region Residents
 ■ Home Location of People Employed in Waterloo Region

TOTAL EMPLOYMENT IN WATERLOO REGION 222 200

1% Wellesley
 5% Winkler
 24% Waterloo
 2% Wilmot
 38% Kitchener
 28% Cambridge
 2% North Dumfries

Origin % Destination %
Total 175 900

Destination % Distribution of work trips made by Waterloo Region residents
Total 184 900

Origin % Destination %
Municipality

0% 0% City of Orillia

0% 0% Simcoe

0% 0% City of Barrie

0% 0% Dufferin

0% 0% Town of Orangeville

2% 6% City of Kemptville

90% 86% Waterloo

1% 1% Wellington

1% 3% Peel

0% 0% York

1% 1% City of Toronto

0% 0% Durham

0% 0% City of Kawartha Lakes

0% 0% Peterborough

0% 0% City of Peterborough

1% 0% Brant

1% 0% City of Brantford

1% 1% City of Hamilton

1% 1% Halton

0% 0% Niagara

DISTRIBUTION IN WATERLOO REGION

Origin % Destination %
Municipality

1% 1% Wellesley

3% 4% Woodstock

20% 22% Waterloo

3% 2% Wilmot

40% 33% Kitchener

21% 23% Cambridge

1% 1% North Dumfries

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:		178,000 n/a 148,900				
Dwelling Type	House	Townhouse		Apartment		
	74% n/a 66%	8% n/a 8%		18% n/a 26%		
Household Size (persons)	1	2	3	4	5+	
	19% n/a 20%	35% n/a 33%	18% n/a 18%	19% n/a 18%	9% n/a 11%	
No. of Available Vehicles	0	1	2	3	4+	
	8% n/a 10%	39% n/a 41%	42% n/a 40%	8% n/a 8%	2% n/a 2%	
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	
	2.7 n/a 2.7	1.5 n/a 1.4	1.8 n/a 1.8	1.6 n/a 1.5	6.4 n/a 6.6	

TOTAL POPULATION:		476,400 n/a 402,200								
			Employment Status							
	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home F/T	P/T		
Male	232,400	4%	71%	24%	46%	6%	3%	1%		
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
	197,900	2%	70%	27%	45%	6%	2%	0%		
Female	244,100	4%	66%	23%	31%	13%	2%	1%		
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
	204,200	3%	63%	26%	29%	13%	1%	1%		
On survey day:		Made work trip			86%	52%	38%	16%		
					n/a	n/a	n/a	n/a		
					87%	54%	34%	17%		
Age	Median	0-10	11-15	16-25	26-45	46-64	65+			
	37.3	14%	7%	12%	29%	23%	13%			
	n/a	n/a	n/a	n/a	n/a	n/a	n/a			
	32.2	16%	7%	15%	33%	17%	10%			
Daily trips/Person (age 11+):		2.8 n/a 2.9								

WELLESLEY

WOOLWICH

WATERLOO

KITCHENER

CAMBRIDGE

WILMOT

NORTH DUMFRIES

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF WATERLOO REGION

Time Period	Trips	% of 24 hr	Trip Purpose Category				Mode of Travel					
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	249,200	22.0%	46%	21%	21%	12%	68%	14%	4%	*	9%	5%
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	202,200	20.5%	48%	24%	18%	10%	67%	14%	4%	*	10%	5%
24 hours	1,130,300	29%	29%	11%	41%	19%	71%	17%	3%	0%	6%	2%
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	987,900		28%	12%	43%	18%	70%	18%	3%	*	7%	2%
Percentage of trips made within district:			6-9 a.m. =	89% n/a 91%	24 hours =	90% n/a 92%	Median Trip Length (km)					
							4.3 n/a 3.9	3.4 n/a 3.3	3.5 n/a 3.7	94.1 n/a *		

TRIPS TO WATERLOO REGION

Time Period	Trips	% of 24 hr	Destination Purpose				Mode of Travel					
			Work	School	Home	Other	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	241,700	21.7%	49%	23%	6%	22%	68%	14%	4%	*	9%	5%
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	202,200	20.5%	48%	24%	18%	10%	67%	14%	4%	*	10%	5%
24 hours	1,114,400	29%	16%	6%	41%	37%	70%	18%	3%	0%	6%	2%
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	970,100		15%	7%	42%	37%	69%	18%	3%	*	7%	2%

LEGEND

2006 TTS
2001 TTS
1996 TTS



Area = 138,200 Hectares

[illegible]

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:	42 900
	40 900
	37 000

Dwelling Type	House	Townhouse	Apartment
	69%	10%	21%
	66%	8%	27%
	63%	7%	30%

Household Size (persons)	1	2	3	4	5+
	22%	36%	17%	17%	8%
	23%	35%	17%	17%	8%
	23%	35%	18%	17%	8%

No. of Available Vehicles	0	1	2	3	4+
	10%	45%	38%	7%	2%
	11%	41%	40%	7%	1%
	13%	46%	36%	5%	1%

Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.6	1.4	1.8	1.5	6.2
	2.6	1.4	1.8	1.5	6.3
	2.6	1.3	1.7	1.4	5.9

TOTAL POPULATION:	109 500
	104 400
	94 500

	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home
Male	51,700	7%	71%	26%	45%	6%	3%
	50 000	5%	74%	26%	49%	6%	2%
	45 900	5%	68%	28%	45%	5%	1%
Female	57,700	10%	70%	27%	33%	13%	2%
	54 000	7%	67%	27%	33%	13%	2%
	48 500	9%	66%	29%	29%	13%	1%

	On survey day	Made work trip	87%	49%	39%	32%
	87%	49%	39%	32%		

Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	36.9	12%	7%	5%	28%	26%	14%
	33.4						
	31.9						

Daily trips/Person (age 11+)	2.8
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TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF GUELPH

Time Period	Trips	% of 24 hr	Trip Purpose Category				Mode of Travel					
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	57,400	21.6%	47%	23%	20%	11%	65%	13%	6%	*	11%	5%
	53,000	20.6%	50%	22%	18%	10%	67%	12%	4%		12%	4%
	44,500	20.4%	52%	26%	15%	8%	63%	14%	6%	0%	13%	4%
24 hours	285,500		28%	13%	41%	18%	68%	16%	6%	0%	7%	3%
	257,200		30%	13%	41%	17%	69%	17%	5%	0%	8%	2%
	218,400		30%	14%	41%	15%	66%	18%	5%	0%	8%	2%
Percentage of trips made within district	6-9 a.m. =	79%	24 hours =	81%	Median Trip Length (km)	3.4	3.0	2.7	6.9			
		79%		81%		3.1	2.7	2.7				
		77%		80%		3.4	2.9	2.7				

TRIPS TO CITY OF GUELPH

Time Period	Trips	% of 24 hr	Destination Purpose				Mode of Travel					
			Work	School	Home	Other	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	63,900	22.5%	50%	24%	6%	20%	66%	12%	5%			
	52,300	20.2%	49%	27%	6%	18%	64%	13%	4%			
	47,700	20.8%	54%	27%	4%	14%	65%	13%	5%			
24 hours	284,400		18%	7%	38%	37%	69%	16%	5%			
	259,000		15%	7%	41%	36%	68%	17%	4%			
	228,900		17%	8%	41%	35%	67%	18%	5%			



LEGEND

CITY OF GUELPH



Location	Employment Location of Wellington County Residents (White Bar)	Home Location of People Employed in Wellington County (Grey Bar)
Wellington	~11,500	~11,500
Guelph	~6,500	~2,500
Peterborough	~3,000	~500
Waterloo	~2,500	~2,000
Halton	~2,000	~500
Toronto	~1,000	~200
Orangeville	~500	~200
External	~500	~200
Hamilton	~500	~200
York	~200	~100
Dufferin	~200	~100
Brantford	~100	~50
Brant	~100	~50
Barnes	~100	~50
Durham	~100	~50
Kawartha Lakes	~100	~50
Niagara	~100	~50
Ontario	~100	~50
Peterborough City	~100	~50
Peterborough	~100	~50
Simcoe	~100	~50

Legend:
 □ Employment Location of Wellington County Residents
 ■ Home Location of People Employed in Wellington County

TOTAL EMPLOYMENT IN WELLINGTON COUNTY 16,200

Geographic Distribution of Employment:

- 45% Centre Wellington
- 15% Erie
- 20% Eastern Ontario (Guelph, Peterborough, etc.)
- 20% Peterborough

Origin % Distribution of work trips destined for Wellington County
Total 10,500

Destination % Distribution of work trips made by Wellington County residents
Total 19,000

Origin %, Destination %
Municipality

Municipality	Origin %	Destination %																																																					
Simcoe	0%	3%																																																					
City of Barrie	0%	3%																																																					
City of Kawartha Lakes	0%	0%																																																					
Peterborough	0%	City of Peterborough	0%	0%	Durham	0%	0%	York	0%	1%	City of Toronto	1%	3%	Haldimand	3%	9%	City of Hamilton	2%	1%	City of Brindford	0%	0%	City of Brant	0%	0%	Waterloo	17%	14%	City of Waterloo	24%	29%	Wellington	46%	26%	Dufferin	1%	1%	Orangeville	1%	2%	City of Niagara	0%	0%	Centre Wellington	32%	17%	Enniskillen	8%	4%	Eramosa	5%	4%	City of Eramosa	1%	1%
City of Peterborough	0%	0%																																																					
Durham	0%	0%																																																					
York	0%	1%																																																					
City of Toronto	1%	3%																																																					
Haldimand	3%	9%																																																					
City of Hamilton	2%	1%																																																					
City of Brindford	0%	0%																																																					
City of Brant	0%	0%																																																					
Waterloo	17%	14%																																																					
City of Waterloo	24%	29%																																																					
Wellington	46%	26%																																																					
Dufferin	1%	1%																																																					
Orangeville	1%	2%																																																					
City of Niagara	0%	0%																																																					
Centre Wellington	32%	17%																																																					
Enniskillen	8%	4%																																																					
Eramosa	5%	4%																																																					
City of Eramosa	1%	1%																																																					

DISTRIBUTION IN WELLINGTON COUNTY
Origin % Destination %
Municipality

COUNTY OF WELLINGTON

35

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:		19,800			
		18,000			
		15,700			
Dwelling Type	House	Townhouse	Apartment		
	91%	1%	8%		
	89%	2%	9%		
	90%	1%	8%		
Household Size (persons)	1	2	3	4	5+
	16%	41%	18%	15%	10%
	13%	39%	15%	19%	14%
	16%	33%	15%	24%	12%
No. of Available Vehicles	0	1	2	3	4+
	4%	28%	50%	13%	5%
	2%	29%	50%	13%	5%
	4%	31%	49%	13%	3%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.7	1.6	2.0	1.9	6.1
	2.9	1.6	2.0	1.9	6.9
	2.9	1.5	2.0	1.8	6.1

TOTAL POPULATION:		53,000							
		51,500							
		45,400							
		Employment Status							
	Population	Transit Pass	Licensed Drivers	Student	Full Time	Part time	Work at Home F/T	P/T	
Male	26,400	0%	75%	22%	42%	5%	8%	1%	
	25,700	1%	71%	25%	45%	6%	4%	1%	
	22,600	1%	70%	25%	45%	4%	4%	1%	
Female	26,600	1%	73%	21%	29%	14%	4%	1%	
	22,800	0%	67%	25%	29%	11%	2%	1%	
		On survey day: Made work trip							
					84%	52%	34%	20%	
					86%	44%	27%	21%	
					82%	53%	28%	9%	
Age	Median	0-10	11-15	16-25	26-45	46-64	65+		
	42.9	12%	8%	11%	23%	29%	16%		
	39.2	15%	9%	10%	27%	26%	11%		
	34.1	17%	9%	11%	32%	20%	10%		
Daily trips/Person (age 11+):		2.6							
		2.8							
		2.6							

REST OF WELLINGTON COUNTY
(NOT SURVEYED)

ERIN
CENTRE
WELLINGTON

ERAMOSA
GUELPH TWP

PUSLINCH

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF WELLINGTON COUNTY

Trip Purpose Category							Mode of Travel					
Time Period	Trips	% of 24 hr	HB-W	HB-S	HB-D	N HB	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	24 800	20.6%	51%	23%	16%	9%	71%	9%	1%	0%	7%	13%
24 hours	20 900	21.6%	51%	27%	14%	8%	67%	11%	*	0%	8%	13%
	120 500		29%	10%	41%	20%	75%	15%	0%	0%	3%	5%
	124 100		28%	11%	41%	20%	72%	18%	0%	0%	4%	6%
	96 600		30%	12%	41%	17%	72%	17%	1%	0%	4%	6%
Percentage of trips made within district							6-9 a.m. = 38% 24 hours = 38%					
							38% 39% 41%					
Median Trip Length (km)							10.7	9.2	17.4	57.4		
							8.1	6.0	11.6	61.0		
							10.9	10.1	83.8	60.2		

TRIPS TO WELLINGTON COUNTY

Time Period	Destination Purpose					Mode of Travel						
	Trips	% of 24 hr	Work	School	Home	Other	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	15,400	17.2%	46%	26%	8%	20%	65%	10%	*	*	11%	14%
	13,200	15.1%	40%	30%	8%	21%	59%	12%	*	*	15%	13%
	12,200	17.1%	47%	31%	5%	17%	61%	11%	*	*	14%	15%
24 hours	89,500		12%	5%	54%	30%	74%	15%	0%	0%	5%	6%
	71,500		12%	6%	56%	26%	70%	16%	0%	0%	6%	7%



LEGEND

2006 TTS
2001 TTS
1996 TTS

TRANSPORTATION
TOMORROW SURVEY

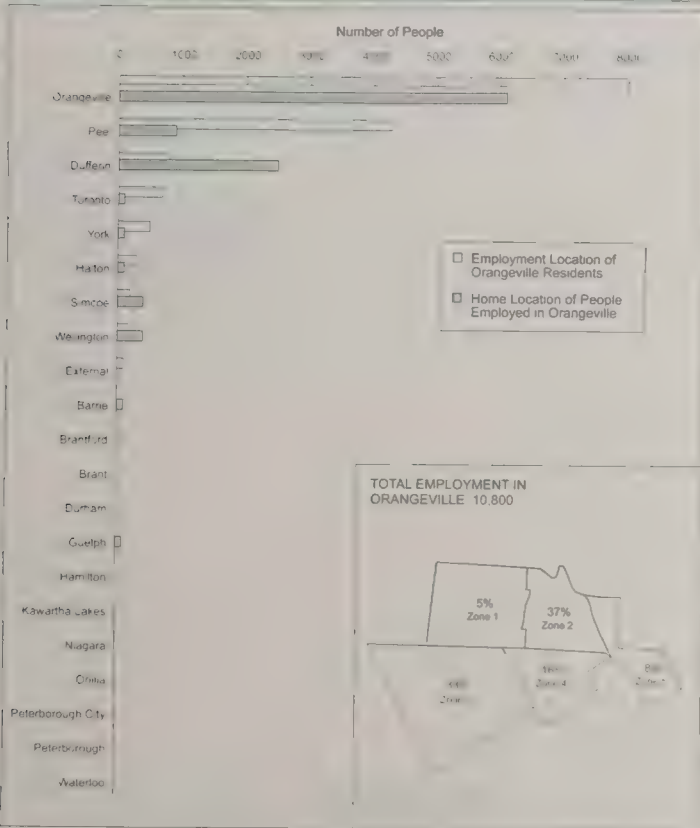


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UNIVERSITY OF TORONTO

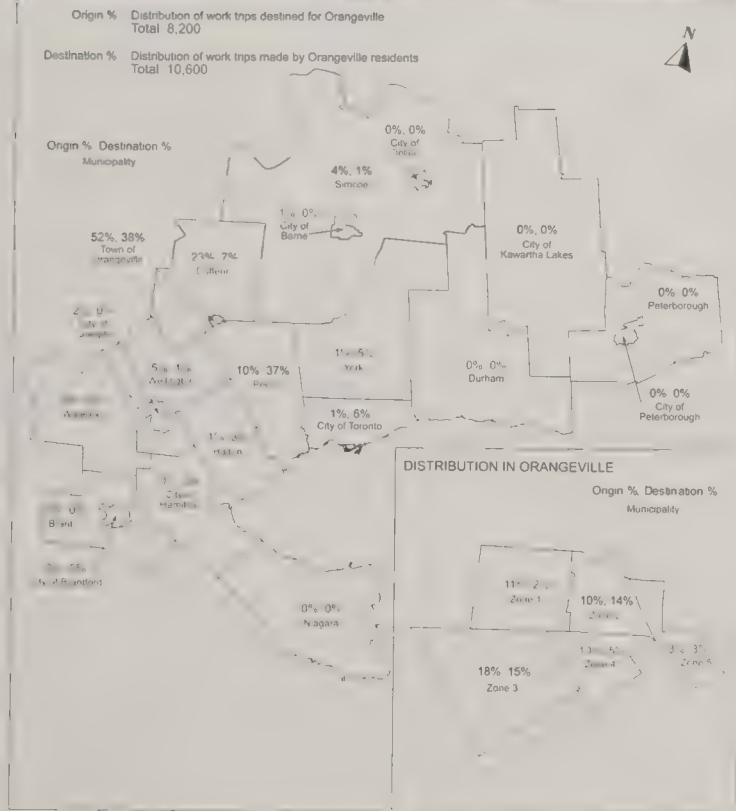
TOWN OF ORANGEVILLE

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS



TOWN OF ORANGEVILLE

37

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:						TOTAL POPULATION:							
9 400						26 000							
9 700						27 400							
7 800						23 500							
						Employment Status							
Dwelling Type	House	Townhouse		Apartment		Male	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home
		6%		15%			12 900	1%	69%	23%	50%	6%	3%
		8%		11%			13 500	1%	65%	26%	48%	6%	3%
		5%		15%			11 500	1%	64%	26%	46%	6%	2%
Household Size (persons)	1	2		3		Female	13 100	1%	68%	20%	33%	11%	2%
		3		4			11 900	1%	63%	25%	31%	16%	1%
		17%		19%			On survey day: Made work trip						
		16%		23%			84% 53% 42% 40%						
No. of Available Vehicles	0	1		2		Age	Median	0-10	11-15	16-25	26-45	46-64	65+
		3		4+			36.7	17%	8%	10%	31%	22%	12%
		5%		10%			33.4	19%	9%	9%	36%	17%	1%
		35%		2%			30.3	21%	8%	13%	35%	15%	1%
Household Averages	Persons	Workers		Drivers		Daily trips/Person (age 11+):	2.7	2.7	2.7	2.7	2.7	2.7	2.7
		1.6		1.9			2.7	2.7	2.7	2.7	2.7	2.7	2.7
		1.8		1.7			2.7	2.7	2.7	2.7	2.7	2.7	2.7
		1.6		1.6			2.7	2.7	2.7	2.7	2.7	2.7	2.7

TOWN OF ORANGEVILLE

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF TOWN OF ORANGEVILLE

Trip Purpose Category							Mode of Travel						
Time Period	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other	
6 - 9 a.m.	12,900	21.9%	47%	21%	19%	13%	70%	12%	*	1%	12%	5%	
	12,700	21.2%	51%	28%	15%	8%	68%	8%	*	*	14%	9%	
	11,100	22.2%	50%	28%	15%	7%	63%	13%	*	1%	14%	8%	
	59,000	33%	9%	40%	18%	7%	74%	16%	0%	0%	7%	2%	
24 hours	60,000	32%	11%	40%	17%	7%	74%	14%	0%	0%	7%	4%	
	50,100	34%	13%	39%	15%	15%	70%	17%	0%	0%	8%	4%	
Percentage of trips made within district							Median Trip Length (km)						
6-9 a.m. =							2.5	2.2	1.8	64.2			
24 hours =							2.6	2.0	3.7	66.2			
							2.6	2.6	47.2	66.2			

TRIPS TO TOWN OF ORANGEVILLE

Destination Purpose							Mode of Travel						
Time Period	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other	
6 - 9 a.m.	12,600	19.4%	40%	26%	7%	26%	66%	12%	*	*	13%	8%	
	10,000	17.7%	45%	31%	6%	18%	63%	8%	*	*	18%	11%	
	8,300	18.5%	39%	34%	9%	18%	58%	15%	*	*	18%	11%	
	64,400	13%	5%	37%	45%	1%	73%	18%	0%	0%	6%	3%	

LEGEND
2006 PTS

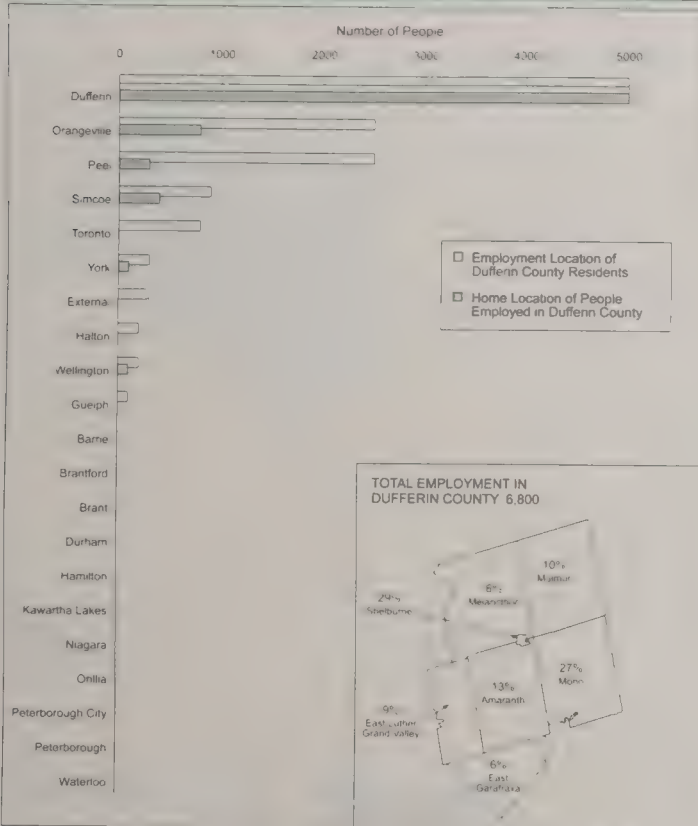
TRANSPORTATION
TOMORROW

datamanagementgroup

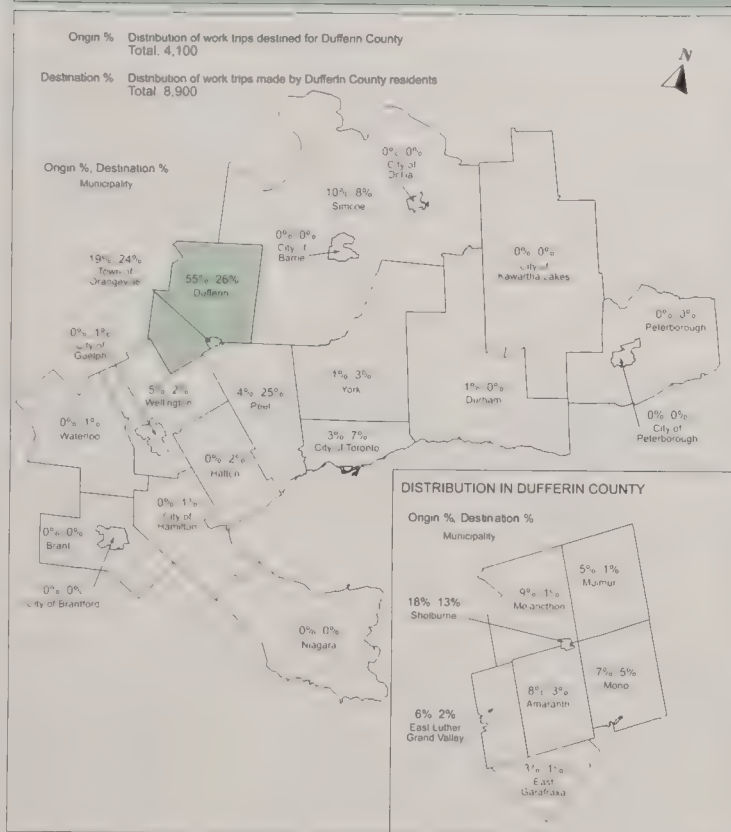
COUNTY OF DUFFERIN

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS



TOTAL NUMBER OF HOUSEHOLDS		9 400			
		n/a			
		n/a			
Dwelling Type	House	Townhouse	Apartment		
	94%	1%	5%		
	n/a	n/a	n/a		
	n/a	n/a	n/a		
Household Size (persons)	1	2	3	4	5+
	13%	40%	16%	20%	11%
	n/a	n/a	n/a	n/a	n/a
	n/a	n/a	n/a	n/a	n/a
No. of Available Vehicles	0	1	2	3	4+
	2%	26%	50%	16%	7%
	n/a	n/a	n/a	n/a	n/a
	n/a	n/a	n/a	n/a	n/a
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.8	1.7	2.0	2.0	5.8
	n/a	n/a	n/a	n/a	n/a
	n/a	n/a	n/a	n/a	n/a

TOTAL POPULATION:		26,500 n/a n/a		Employment Status				
	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home F/T	Home P/T
Male	13,300 n/a n/a	0% n/a n/a	71% n/a n/a	23% n/a n/a	42% n/a n/a	5% n/a n/a	8% n/a n/a	1% n/a n/a
Female	13,200 n/a n/a	1% n/a n/a	71% n/a n/a	23% n/a n/a	26% n/a n/a	14% n/a n/a	5% n/a n/a	2% n/a n/a
		On survey day	Made work trip		81% n/a n/a	51% n/a n/a	27% n/a n/a	31% n/a n/a
Age	Median 40.4 n/a n/a	0-10 15% n/a n/a	11-15 9% n/a n/a	16-25 9% n/a n/a	26-45 26% n/a n/a	46-64 26% n/a n/a	65+ 14% n/a n/a	
Daily trips/Person (age 11+):		2.4 n/a n/a						

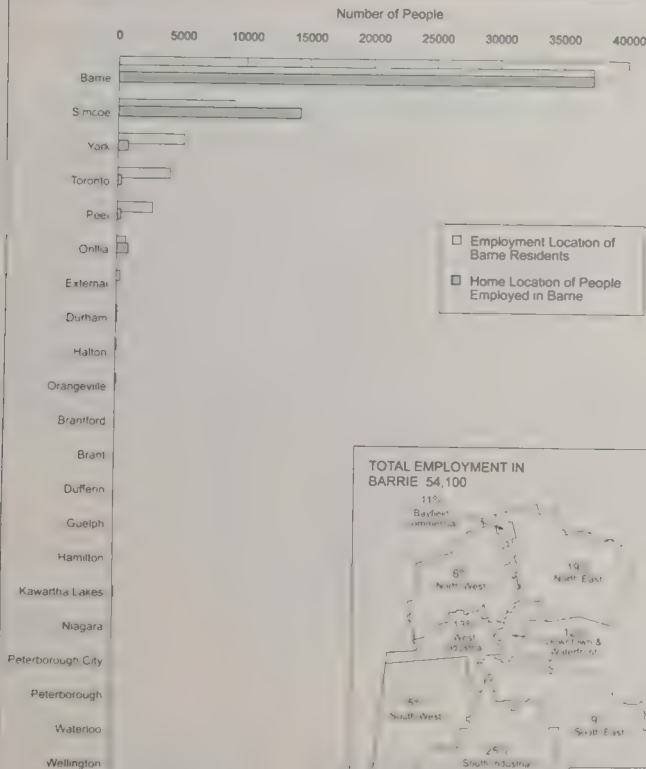
TRIPS MADE BY RESIDENTS OF DUFFERIN COUNTY

		Trip Purpose Category				Mode of Travel						
Time Period	Trips	% of 24 hr	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	12,200	22.4%	44%	25%	18%	13%	67%	10%	0%	-	4%	18%
	n/a	n/a	n/a	n/a	n/a	n/a	n/a					
	n/a	n/a	n/a	n/a	n/a	n/a	n/a					
24 hours	54,400		30%	12%	38%	21%	74%	16%	0%	-	3%	8%
	n/a		n/a	n/a	n/a	n/a	n/a					
	n/a		n/a	n/a	n/a	n/a	n/a					
Percentage of trips made within district. 6-9 a.m. =			36%	24 hours =	31%		Median Trip Length (km)	14.9	12.4	11.9	-	
			n/a		n/a		n/a					
			n/a		n/a		n/a					

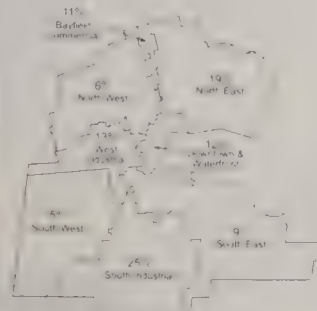
		Destination Purpose				Mode of Travel						
Time Period	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passenger	GO Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	6,500	17.6%	42%	29%	10%	19%	62%	11%				20%
	n/a	n/a	n/a	n/a	n/a	n/a	n/a					
	n/a	n/a	n/a	n/a	n/a	n/a	n/a					
24 hours	36,900		11%	5%	59%	25%	72%	15%			4%	9%
	n/a	n/a	n/a	n/a	n/a	n/a	n/a					
	n/a	n/a	n/a	n/a	n/a	n/a	n/a					



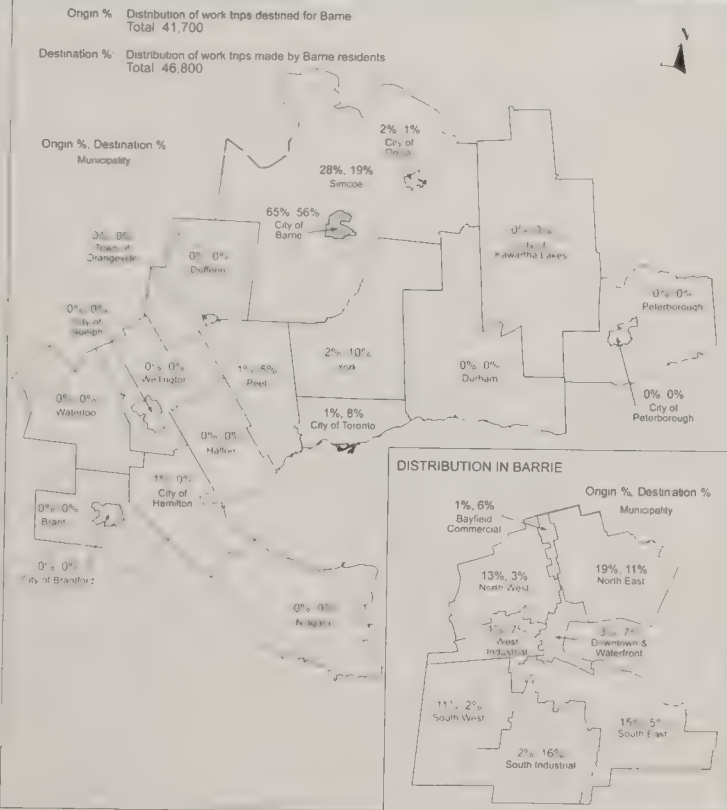
EMPLOYMENT



TOTAL EMPLOYMENT IN BARRIE 54,100



WORK TRIP ORIGINS AND DESTINATIONS



TOTAL NUMBER OF HOUSEHOLDS:		46,500				
		36,900				
		28,600				
Dwelling Type	House	Townhouse			Apartment	
	79%	7%			13%	
	75%	7%			18%	
	70%	7%			24%	
Household Size (persons)	1	2	3	4	5+	
	19%	34%	19%	19%	9%	
	19%	33%	18%	20%	10%	
	20%	36%	17%	16%	10%	
No. of Available Vehicles	0	1	2	3	4+	
	8%	37%	46%	7%	2%	
	8%	37%	45%	8%	2%	
	10%	42%	40%	6%	2%	
Household Averages	Persons	Workers	Drivers	Vehicles	Trns/Daily	
	2.7	1.5	1.8	1.6	6.2	
	2.7	1.5	1.8	1.6	6.2	
	2.6	1.3	1.7	1.5	5.5	

TOTAL POPULATION:		124,700		100,300		75,300		
		Employment Status						
	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home P/T	P/T
Male	59,900	3%	68%	23%	46%	5%	3%	1%
	49,900	2%	70%	24%	49%	6%	2%	
	36,700	2%	68%	23%	45%	6%	2%	
Female	64,700	4%	6%	22%	30%	13%	2%	1%
	51,000	3%	7%	23%	32%	12%	2%	1%
	38,600	2%	62%	24%	26%	14%	1%	
On survey day: Made work trip					84%	50%	38%	25%
					86%	52%	37%	24%
						53%	43%	
Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
	37.0	15%	8%	11%	31%	22%	13%	
	33.6	17%	7%	13%	34%	18%		
	31.9	19%	7%	13%	35%	15%		
Daily trips/Person (age 11+):	2.7							
	2.8							
	2.7							

TRIPS MADE BY RESIDENTS OF CITY OF BARRIE

Trip Purpose Category							Mode of Travel						
Time Period	Trips	% of 24 hr	HB-W	HB-S	HB D	N-HB	Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle	Other	
6 - 9 a.m.	60,700	21.2%	43%	21%	23%	13%	68%	14%	3%	*	9%	6%	
	47,900	20.8%	49%	23%	19%	9%	67%	12%	2%	0%	11%	7%	
	31,700	18.9%	53%	23%	17%	7%	68%	14%	3%	*	11%	5%	
24 hours	286,900		29%	10%	42%	19%	72%	17%	3%	*	5%	3%	
	230,100		31%	11%	41%	17%	71%	17%	2%	0%	6%	3%	
	168,100		30%	11%	42%	17%	71%	18%	3%	*	6%	2%	
Percentage of trips made within district: 6-9 a.m. = 73% 24 hours = 75%							Median Trip Length (km)	3.9	3.4	3.4	*		
								3.2	2.9	3.5	3.4		

		Destination Purpose					Mode of Travel					
Time Period	Trips	% of 24 hr	Work	School	Home	Other	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	63,600	20.3%	43%	27%	6%	24%	55%	14%	2%	•	8%	10%
	53,600	20.9%	47%	20%	5%	19%	65%	12%	2%	•	10%	11%
	33,700	18.8%	48%	31%	5%	16%	64%	14%	2%	•	10%	11%
24 hours	313,000		13%	6%	37%	44%	71%	18%	2%	•	5%	4%
	257,100		15%	7%	37%	41%	71%	18%	2%	0%	5%	2%

CITY OF BARRIE



2006 TTS
2001 TTS
1996 TTS

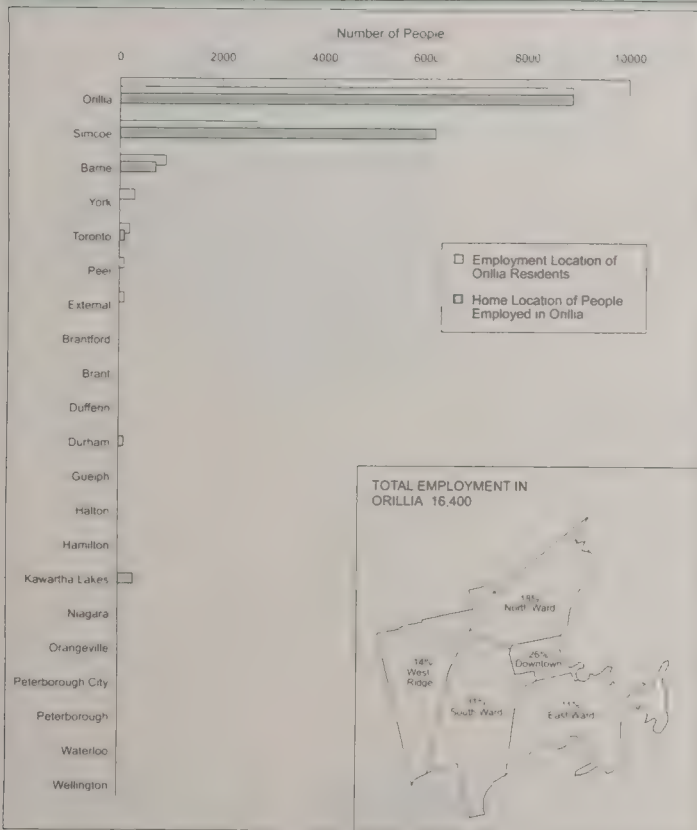


Area = 7.813 Hectares

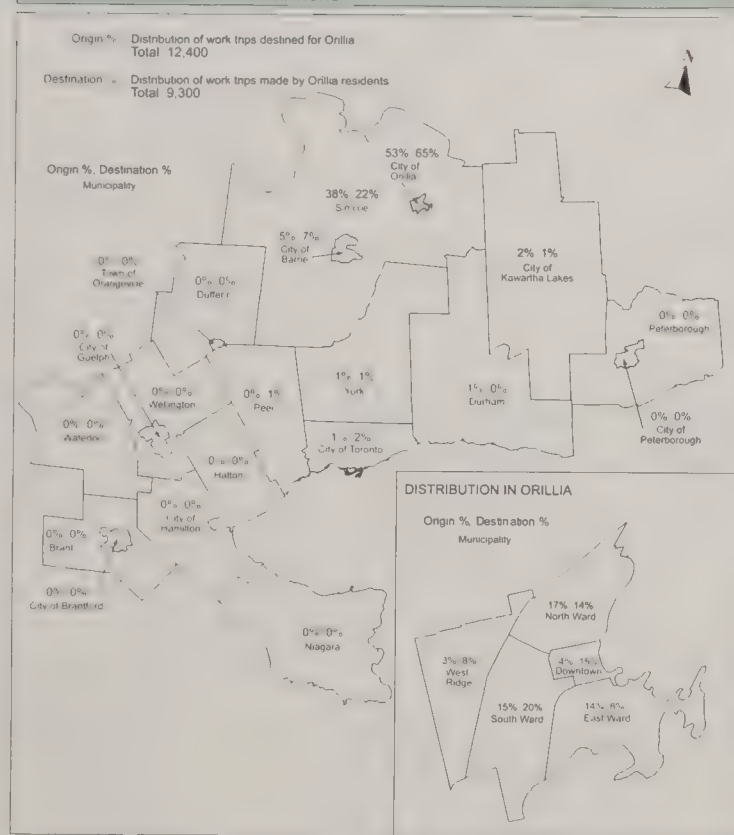


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EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS 12 200

Dwelling Type	House		Townhouse		Apartment	
	74%		4%		22%	
	73%		6%		21%	
	n/a		n/a		n/a	
Household Size (persons)	1	2	3	4	5+	
	25%	41%	15%	13%	6%	
	27%	36%	15%	16%	6%	
	n/a	n/a	n/a	n/a	n/a	
No. of Available Vehicles	0	1	2	3	4+	
	12%	45%	36%	6%	2%	
	13%	46%	36%	5%	1%	
	n/a	n/a	n/a	n/a	n/a	
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	
	2.3	1.2	1.6	1.4	5.4	
	2.4	1.3	1.6	1.4	5.9	
	n/a	n/a	n/a	n/a	n/a	

TOTAL POPULATION: 28 700

		Employment Status						
	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home F/T	P/T
Male	13,300	1%	73%	17%	42%	8%	2%	1%
	13,400	0%	69%	23%	41%	7%	3%	0%
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Female	15,400	1%	66%	17%	30%	11%	2%	1%
	14,500	1%	66%	18%	30%	12%	3%	1%
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
On survey day:		Made work trip			78%	43%	27%	16%
					82%	51%	33%	42%
					n/a	n/a	n/a	n/a
Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
	44.1	12%	7%	10%	23%	26%	21%	
	38.3	14%	7%	11%	28%	20%	18%	
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Daily trips/Person (age 11+):		2.6						
		2.9						
		n/a						

CITY OF ORILLIA

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF ORILLIA

Time Period	Trip Purpose Category						Mode of Travel					
	Trips	% of 24 hr	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	12,600	19.1%	43%	18%	25%	13%	68%	14%	2%	*	10%	6%
	12,800	18.7%	45%	21%	21%	14%	68%	14%	1%	*	11%	6%
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
24 hours	66,100	7%	26%	7%	48%	19%	70%	20%	2%	*	6%	3%
	66,500	26%	26%	8%	47%	19%	70%	20%	1%	*	7%	3%
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Percentage of trips made within district: 6-9 a.m. = 74%							24 hours = 72%		Median Trip Length (km)	2.4	2.5	2.2
										2.2	2.1	2.9
										n/a	n/a	n/a

TRIPS TO CITY OF ORILLIA

Time Period	Destination Purpose						Mode of Travel					
	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	18,300	21.7%	45%	25%	5%	24%	66%	13%	1%	*	7%	12%
	17,000	21.1%	47%	26%	5%	22%	66%	15%	1%	*		
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		
24 hours	84,100	6%	15%	6%	32%	47%	70%	20%	1%	*	5%	4%
	80,300	14%	14%	6%	35%	45%	71%	19%	1%	*		
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a		

LEGEND

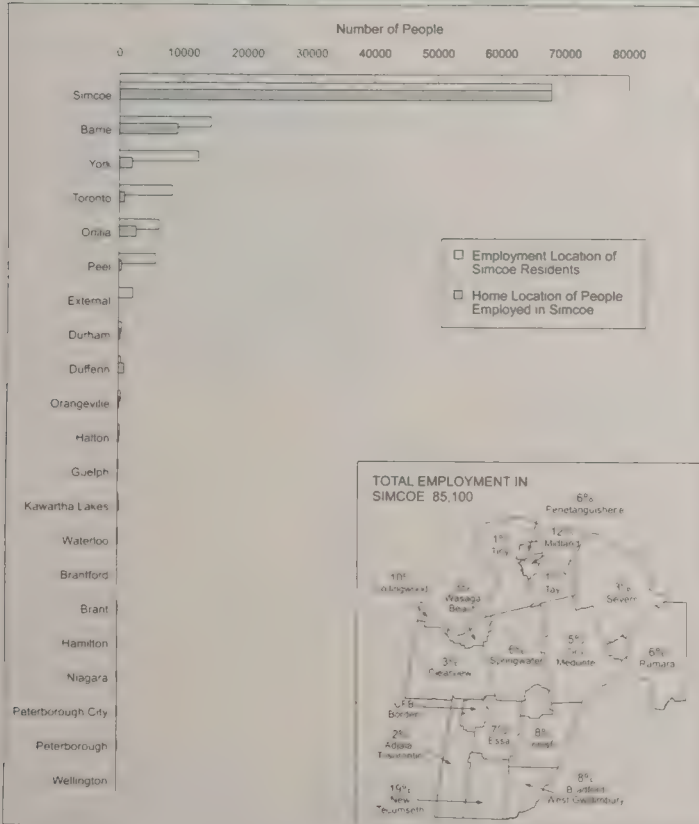
2006 TTS
2001 TTS
1996 TTS



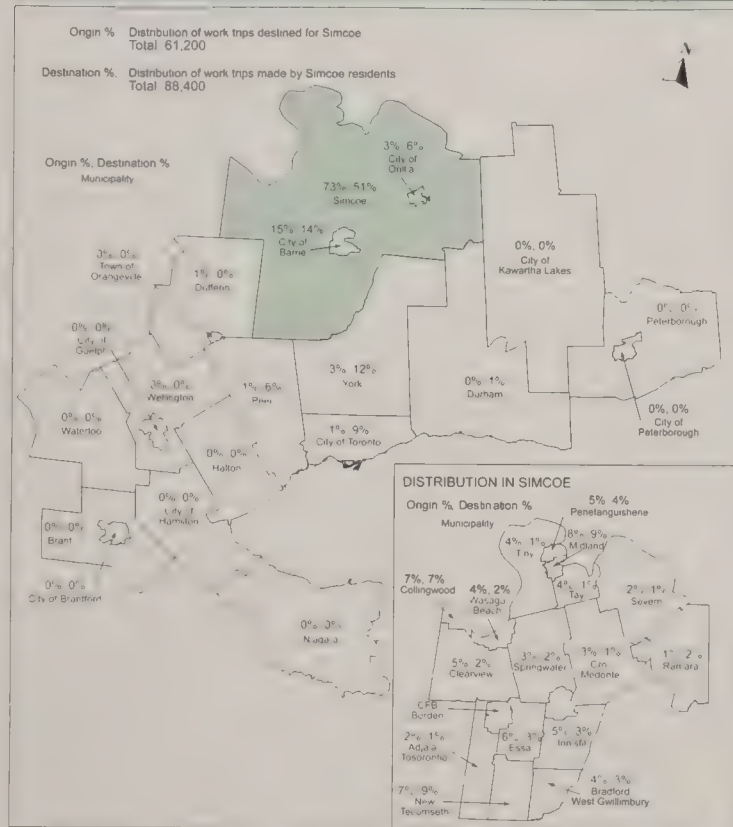
COUNTY OF SIMCOE

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS



DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:					
97,900					
90,000					
40,800					
Dwelling Type	House		Townhouse		Apartment
	91%		2%		7%
	90%		2%		8%
	91%		2%		6%
Household Size (persons)	1	2	3	4	5+
	17%	40%	16%	18%	9%
	18%	38%	16%	19%	9%
	14%	32%	18%	22%	14%
No. of Available Vehicles	0	1	2	3	4+
	4%	34%	46%	11%	4%
	5%	35%	45%	11%	4%
	4%	31%	50%	11%	3%
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.7	1.5	1.9	1.8	5.9
	2.7	1.4	1.9	1.8	5.8
	2.9	1.5	1.9	1.8	5.7

TOTAL POPULATION:		260,500 240,300 120,100						
		Employment Status						
	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home F/T	P/T
Male	128,600	1%	73%	21%	41%	5%	6%	1%
	117,900	1%	72%	21%	45%	5%	4%	1%
	60,000	1%	68%	24%	46%	4%	3%	0%
Female	131,900	1%	70%	21%	29%	12%	3%	1%
	122,400	1%	68%	21%	29%	12%	2%	1%
	60,100	1%	63%	23%	27%	12%	1%	1%
On survey day:		Made work trip			83%	48%	36%	14%
					84%	52%	44%	16%
					83%	49%	36%	17%
Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
	41.7	13%	8%	9%	26%	25%	17%	
	37.5	16%	7%	9%	31%	22%	14%	
	32.8	20%	8%	10%	36%	15%	10%	
Daily trips/Person (age 11+):		2.5						
		2.6						
		2.4						

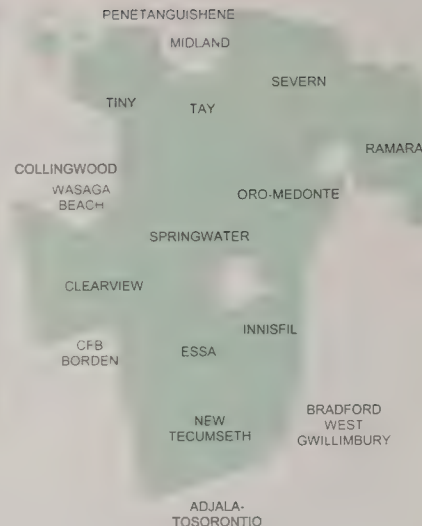
TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF SIMCOE COUNTY

Time Period	Trips	% of 24 hr	Trip Purpose Category				Mode of Travel					
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	118,400	20.7%	46%	23%	20%	11%	68%	12%	1%	0%	6%	13%
	108,600	20.6%	52%	23%	17%	9%	70%	11%	0%	0%	7%	12%
	51,000	22.1%	55%	27%	13%	6%	67%	11%	1%	0%	8%	14%
24 hours	572,800	28%	28%	10%	42%	20%	72%	18%	1%	0%	4%	6%
	526,100	31%	31%	12%	42%	18%	74%	16%	0%	0%	4%	6%
	231,200	34%	34%	12%	39%	15%	72%	17%	1%	0%	4%	6%
Percentage of trips made within district			6-9 a.m. = 60%	24 hours = 58%								
			54%	55%	Median Trip Length (km)							
			45%	42%	8.4							
					9.7							
					12.6							
					6.8							
					8.2							
					13.2							
					49.5							
					73.5							
					57.8							
					47.8							
					55.1							

TRIPS TO SIMCOE COUNTY

Time Period	Trips	% of 24 hr	Destination Purpose				Mode of Travel					
			Work	School	Home	Other	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	86,000	18.3%	45%	26%	7%	22%	65%	13%	0%	-	8%	13%
	70,500	16.8%	48%	26%	7%	19%	66%	11%	0%	-	10%	13%
24 hours	469,700		13%	5%	49%	33%	71%	18%	1%	0%	4%	6%



LEGEND

2006 TTS
2001 TTS
1996 TTS



Area = 521,900 Hectares

TRANSPORTATION
TOMORROW
SURVEY



datamanagementgroup
DEPARTMENT OF TRANSPORTATION
UNIVERSITY OF TORONTO

Number of People

0 5000 10000 15000 20000

Kawartha Lakes

Durham

Peterborough City

Toronto

York

Etobicoke

Peterborough

Peele

Orillia

Simcoe

Barrie

Haltim

Hamilton

Brantford

Brant

Dufferin

Guelph

Nagara

Orangeville

Waterloo

Wellington

□ Employment Location of Kawartha Lakes Residents

■ Home Location of People Employed in Kawartha Lakes

TOTAL EMPLOYMENT IN KAWARTHA LAKES 1980

1% Ward 1

2% Ward 2

4% Ward 3

2% Ward 7

6% Ward 8

5% Ward 4

4% Ward 11

11% Ward 13

5% Ward 6

4% Ward 5

3% Ward 14

13% Ward 12

7% Ward 10

5% Ward 9

3% Ward 15

Origin % Destination %

Total 12,800

Destination % Distribution of work trips made by Kawartha Lakes residents Total 20,900

Municipality

- Town of Orangeville: 0%, 0%
- City of Simcoe: 1%, 1%
- City of Barrie: 0%, 0%
- Dufferin: 0%, 0%
- Wellington: 0%, 0%
- Peel: 0%, 1%
- York: 1%, 6%
- City of Toronto: 1%, 5%
- City of Kawartha Lakes: 83%, 51%
- Durham: 5%, 24%
- Peterborough: 4%, 2%
- City of Peterborough: 5%, 9%
- Haldimand: 0%, 0%
- City of Hamilton: 0%, 0%
- Brant: 0%, 0%
- City of Brantford: 0%, 0%
- Niagara: 0%, 0%

DISTRIBUTION IN KAWARTHA LAKES

Origin % Destination % Municipality

- Ward 1: 1%, 0%
- Ward 2: 2%, 1%
- Ward 3: 2%, 0%
- Ward 4: 5%, 2%
- Ward 5: 5%, 1%
- Ward 6: 3%, 3%
- Ward 7: 5%, 1%
- Ward 8: 5%, 3%
- Ward 9: 14%, 3%
- Ward 10: 4%, 6%
- Ward 11: 12%, 21%
- Ward 12: 8%, 4%
- Ward 13: 3%, 1%
- Ward 14: 7%, 1%
- Ward 15: 3%, 1%

CITY OF KAWARTHA LAKES

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS: 29 500

Dwelling Type	House	Townhouse			Apartment
	88%		1%		10%
	89%				
	88%				
Household Size (persons)	1	2	3	4	5+
	21%	46%	14%	13%	6%
	22%				
	20%				
No. of Available Vehicles	0	1	2	3	4+
	5%	37%	42%	11%	3%
	6%				
	7%				
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.4	1.2	1.8	1.7	5.2
	2.5				
	2.6				

TOTAL POPULATION: 70,700

68 400

68 200

	Population	Employment Status						
		Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home F/T	P/T
Male	34,900	1%	77%	19%	34%	6%	6%	1%
	32 500	0%	75%	23%	39%	5%	4%	
	34 200	0%	71%	24%	37%	5%	4%	
Female	35,900	0%	74%	17%	26%	11%	3%	1%
	33 900	1%	69%	20%	24%	13%	2%	
	34 100	0%	66%	23%	21%	12%	2%	
On survey day:		Made work trip						
					81%	48%	35%	34%
					85%	49%	32%	
					80%	50%	35%	
Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
	46.7	10%	7%	9%	22%	28%	23%	
	41.7	13%	7%	10%	26%	25%		
	37.0	16%	8%	11%	29%	20%		
Daily trips/Person (age 11+):		2.4						
		2.4						
		2.4						

CITY OF KAWARTHA LAKES

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF KAWARTHA LAKES

Trip Purpose Category

Time Period	Trips	% of 24 hr	Trip Purpose Category				Mode of Travel					
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	28,100	18.5%	44%	22%	22%	11%	69%	12%	*	0%	4%	15%
	28,100	20.5%	46%	27%	18%	9%	67%	10%	*	*	7%	15%
	24,400	17.3%	47%	31%	16%	6%	62%	11%	0%	*	9%	18%
24 hours	152,100		25%	9%	45%	21%	73%	19%	0%	0%	2%	6%
	136,900		28%	12%	42%	19%	73%	16%	0%	0%	4%	7%
	140,900		26%	12%	45%	18%	69%	19%	0%	*	5%	7%
Percentage of trips made within district: 6-9 a.m. =			67%	24 hours =	67%	Median Trip Length (km)	9.5	8.4	2.5	91.2		
			66%		66%		12.3	12.3	10.9	82.5		
			70%		69%		9.3	9.3	2.1	*		

TRIPS TO CITY OF KAWARTHA LAKES

Destination Purpose

Time Period	Trips	% of 24 hr	Destination Purpose				Mode of Travel					
			Work	School	Home	Other	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	22,200	16.8%	41%	26%	8%	26%	65%	12%	*	*	5%	18%
	21,000	17.7%	42%	32%	6%	19%	64%	10%	*	*	9%	17%
	19,200	15.9%	42%	37%	5%	16%	56%	11%	0%	*	12%	21%
24 hours	132,100		10%	5%	45%	41%	72%	19%	0%	0%	3%	6%

LEGEND

2006 TTS
2001 TTS
1996 TTS

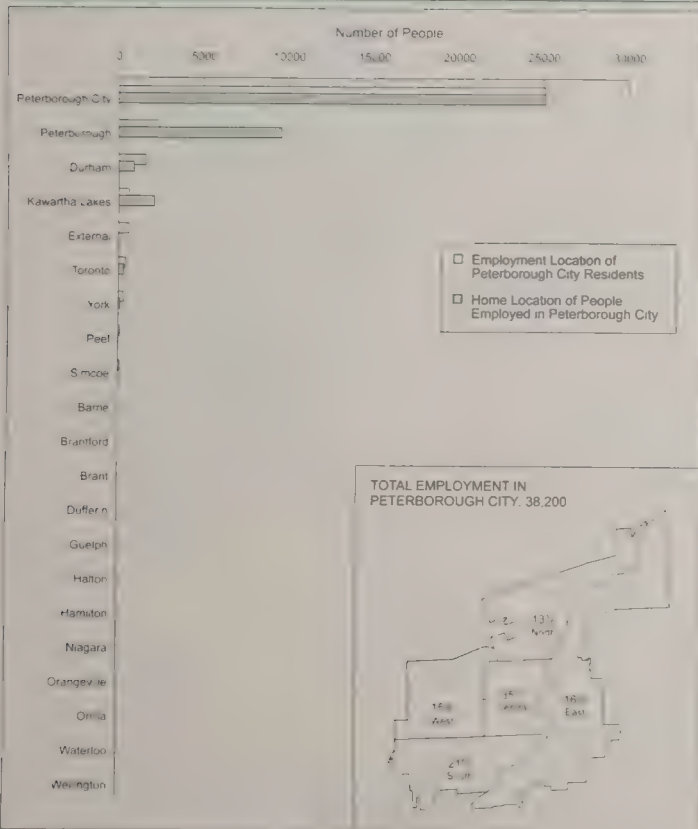


Area = 334,500 Hectares

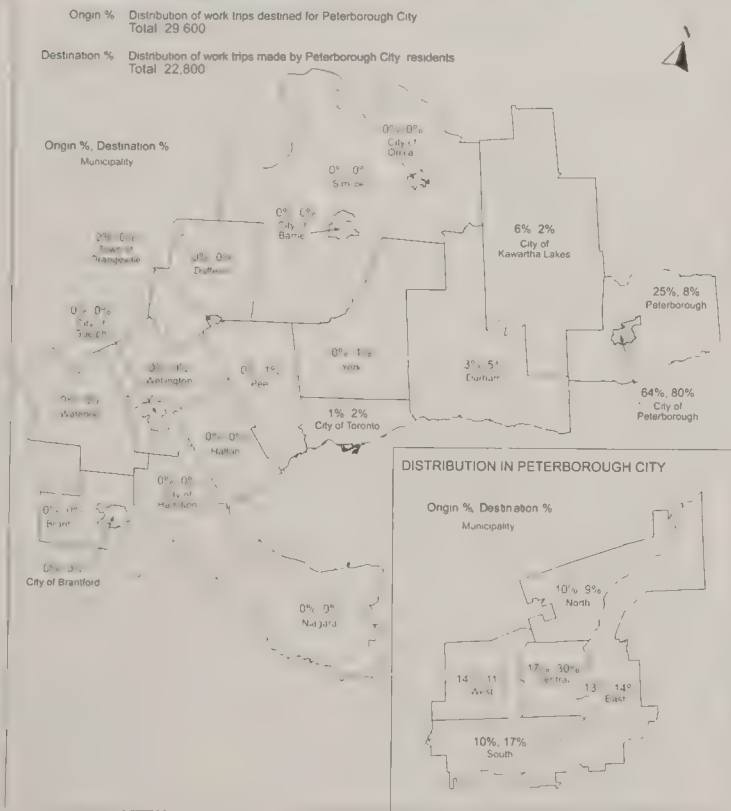
CITY OF PETERBOROUGH

2006 STATISTICS

EMPLOYMENT



WORK TRIP ORIGINS AND DESTINATIONS



CITY OF PETERBOROUGH

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:						TOTAL POPULATION:									
31,200						72,700									
30,400						72,300									
30,400						72,500									
						Employment Status									
Dwelling Type	House	Townhouse		Apartment		Population	Transit Pass	Licensed Drivers	Student	Full Time	Part Time	Work at Home F/T	P/T		
	73%	4%		24%		Male	32,900	6%	74%	23%	37%	8%	3%	1%	
	72%	4%		24%			33,700	3%	72%	23%	41%	7%	2%	0%	
	69%	4%		27%			34,300	6%	70%	27%	36%	8%	2%	0%	
Household Size (persons)	1	2	3	4	5+	Female	39,800	9%	71%	24%	26%	13%	1%	1%	
	27%	40%	16%	12%	6%		36,700	5%	68%	26%	29%	17%	1%	1%	
	27%	37%	16%	14%	7%		38,200	9%	65%	27%	21%	15%	1%	0%	
	28%	36%	14%	14%	7%	On survey day: Made work trip						84%	46%	36%	12%
No. of Available Vehicles	0	1	2	3	4+							84%	57%	36%	12%
	12%	48%	33%	6%	1%							84%	50%	31%	20%
	12%	47%	35%	6%	1%	Age	Median	0-10	11-15	16-25	26-45	46-64	65+		
	17%	48%	30%	4%	1%		43.2	9%	6%	16%	21%	24%	21%		
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day		37.9	13%	7%	14%	27%	21%	17%		
	2.3	1.1	1.7	1.4	5.7		34.4	15%	6%	16%	28%	17%	17%		
	2.4	1.1	1.6	1.4	6.0	Daily trips/Person (age 11+):	2.7								
	2.4	1.0	1.6	1.2	5.5		2.9								
							2.7								

CITY OF PETERBOROUGH

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF PETERBOROUGH

Time Period	Trip Purpose Category						Mode of Travel						
	Trips	% of 24 hr.	HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other	
6 - 9 a.m.	33,400	18.8%	42%	23%	22%	12%	65%	14%	3%	*	12%	6%	
	34,400	18.9%	44%	24%	21%	12%	65%	13%	3%	*	13%	6%	
	29,000	17.2%	47%	27%	18%	8%	63%	12%	4%	*	13%	7%	
	177,400	23%	12%	45%	20%		67%	19%	4%	0%	7%	3%	
24 hours	181,800		24%	11%	46%	20%	69%	18%	3%	*	7%	3%	
	168,300		24%	12%	45%	18%	66%	20%	5%	*	7%	3%	
Percentage of trips made within district. 6-9 a.m. =							81%	24 hours =	84%	Median Trip Length (km)			
							82%		82%	2.7	2.4	4.5	112.0
							83%		84%	2.8	2.7	4.3	*
										2.7	2.8	4.7	*

TRIPS TO CITY OF PETERBOROUGH

Time Period	Destination Purpose						Mode of Travel						
	Trips	% of 24 hr.	Work	School	Home	Other	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other	
6 - 9 a.m.	41,000	19.8%	49%	23%	5%	22%	68%	12%	3%	*	9%	9%	
	42,400	20.1%	49%	26%	5%	21%	67%	11%	2%	*	10%	10%	
	36,500	18.6%	52%	29%	4%	15%	63%	12%	4%	*	10%	11%	
	206,900		14%	6%	34%	46%	69%	18%	2%	*	6%	3%	

LEGEND

2006 TTS
2001 TTS
1996 TTS

Area = 6,123 Hectares

Number of People

0 2000 4000 6000 8000 10000

Peterborough City

Peterborough

Durham

Exeter

Kawartha Lakes

Toronto

Peel

Simcoe

York

Barrie

Brantford

Brant

Dufferin

Guelph

Halton

Hamilton

Niagara

Orangeville

Orillia

Waterloo

Wellington

□ Employment Location of Peterborough County Residents

■ Home Location of People Employed in Peterborough County

TOTAL EMPLOYMENT IN PETERBOROUGH COUNTY: 9,500

44% Simcoe, Erimonmore, Lakefield

11% Dufferin-Dummer

24% Cobourg/Midland, Peterborough

8% Asphodel/Nottingham

13% Richmond Hill, Markham

[illegible]

COUNTY OF PETERBOROUGH

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS:					
17,100					
15,800					
14,900					
Dwelling Type	House		Townhouse		Apartment
	95%		0%		4%
	96%		*		4%
Household Size (persons)	1	2	3	4	5+
	16%	47%	16%	13%	8%
	15%	43%	15%	16%	10%
	14%	38%	15%	22%	11%
No. of Available Vehicles	0	1	2	3	4+
	2%	30%	50%	14%	4%
	2%	28%	53%	13%	5%
	2%	31%	53%	11%	4%
Household Averages	Persons	Workers	Drivers	Vehicles	Trps/Day
	2.5	1.4	2.0	1.9	5.8
	2.7	1.4	2.0	1.9	6.1
	2.8	1.4	2.0	1.9	6.2

TOTAL POPULATION:		43,100						
		41,900						
		41,600						
		Employment Status						
Male	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home F/T	P/T
	21,500	1%	80%	20%	39%	7%	6%	1%
	20,900	1%	75%	22%	40%	5%	6%	1%
Female	21,700	1%	77%	20%	29%	12%	3%	1%
	20,000	1%	73%	22%	23%	12%	2%	1%
	20,700	0%	69%	24%	26%	15%	1%	1%
On survey day: Made work trip					83%	50%	39%	20%
					83%	49%	33%	47%
					79%	56%	47%	
Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
	46.5	10%	7%	10%	21%	31%	20%	
	42.0	12%	8%	10%	25%	29%	14%	
	38.1	15%	8%	11%	28%	24%		
Daily trips/Person (age 11+):		2.6						
		2.5						
		2.6						

REST OF PETERBOROUGH COUNTY
(NOT SURVEYED)

SMITH-
ENN SMORE
LAKEFIELD

DOURO DUMMER

ASPHODEL
NORWOOD

CAVAN
MILLBROOK
NORTH
MONAGHAN

OTONABEE-
SOUTH-
MONAGHAN

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF PETERBOROUGH COUNTY

Time Period	Trips	% of 24 hr	Trip Purpose Category				Mode of Travel					
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	20,000	20.2%	49%	20%	19%	12%	73%	9%	*	*	4%	14%
	19,200	19.9%	47%	26%	18%	9%	68%	10%	1%	*	2%	19%
	17,400	19.0%	54%	28%	12%	7%	65%	12%	*	*	3%	19%
	99,100	26%	9%	41%	24%		76%	16%	0%	0%	2%	6%
24 hours	96,500	25%	11%	42%	23%		75%	16%	0%	*	1%	8%
	91,800	27%	11%	42%	20%		71%	19%	0%	*	2%	7%
Percentage of trips made within district							6-9 a.m. = 34%	24 hours = 31%	Median Trip Length (km)	8.4	8.0	17.3
										12.3	12.0	14.2
										9.0	9.0	1.8

TRIPS TO PETERBOROUGH COUNTY

Time Period	Trips	% of 24 hr	Destination Purpose				Mode of Travel				
			Work	School	Home	Other	Auto Driver	Auto Passing	Local Transit	GO Train	Walk & Cycle
6-9 a.m.	11,300	16.8%	40%	28%	8%	24%	65%	13%	*	*	9%
	10,000	15.8%	38%	33%	9%	20%	62%	11%	*	*	7%
	7,700	13.1%	42%	35%	9%	15%	58%	11%	*	*	9%
	67,100	9%	5%	56%	30%		74%	17%	0%	*	3%
24 hours											7%

LEGEND

2006 TTS
2007 TTS
1996 TTS



Area = 173,500 Hectares

**TRANSPORTATION
TOMORROW** SURVEY



datamanagementgroup
DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE

Number of People

Municipality	Employment Location of Brantford Residents	Home Location of People Employed in Brantford
Brantford	28,000	28,000
Brant	4,000	4,000
Hamilton	2,000	2,000
Waterloo	1,500	1,500
Exeter	1,000	1,000
Hallam	1,000	1,000
Peel	500	500
Toronto	500	500
Guelph	500	500
Niagara	500	500
York	500	500
Barnes	500	500
Dufferin	500	500
Durham	500	500
Kawartha Lakes	500	500
Orangeville	500	500
Orillia	500	500
Peterborough City	500	500
Peterborough	500	500
Simcoe	500	500
Wellington	500	500

Legend:

- Employment Location of Brantford Residents
- Home Location of People Employed in Brantford

TOTAL EMPLOYMENT IN BRANTFORD 37,400

Ward Distribution:

- 8% Mimico-McMichael
- 8% Brant Park
- 5% Mayfair
- 2% Northwest
- 29% Brantford
- 14% North Ward
- 14% South Ward
- 14% Central
- 1% East End
- 6% East End

[illegible]

CITY OF BRANTFORD

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS 35,600

Dwelling Type	House		Townhouse		Apartment	
	77%		5%		18%	
	n/a		n/a		n/a	
	n/a		n/a		n/a	
Household Size (persons)	1	2	3	4	5+	
	24%	37%	17%	15%	8%	
	n/a	n/a	n/a	n/a	n/a	
	n/a	n/a	n/a	n/a	n/a	
No. of Available Vehicles	0	1	2	3	4+	
	11%	41%	37%	8%	2%	
	n/a	n/a	n/a	n/a	n/a	
	n/a	n/a	n/a	n/a	n/a	
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day	
	2.5	1.3	1.7	1.5	5.9	
	n/a	n/a	n/a	n/a	n/a	
	n/a	n/a	n/a	n/a	n/a	

TOTAL POPULATION 88,800

	Population	Employment Status					
		Transit Pass	Licensed Drivers	Student	Full Time	Part time	Work at Home P.T.
Male	42,000	3%	71%	20%	44%	7%	2%
	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Female	46,800	5%	65%	26%	36%	12%	1%
	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	n/a	n/a	n/a	n/a	n/a	n/a	n/a
On survey day		Made work trip		86%	53%	45%	29%
Age	Median	0-10	11-15	16-25	26-45	46-64	65+
	40.7	13%	7%	11%	25%	25%	17%
	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Daily trips/Person (age 11+)		2.7					
		n/a					
		n/a					

CITY OF BRANTFORD

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF CITY OF BRANTFORD

Time Period	Trips	% of 24 hr	Trip Purpose Category				Mode of Travel					
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	42,200	20.0%	48%	20%	20%	13%	68%	13%	3%	*	10%	6%
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
24 hours	210,800		28%	9%	44%	19%	72%	18%	2%	0%	5%	3%
	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Percentage of trips made within district: 6-9 a.m. =			75%	24 hours =	78%	Median Trip Length (km)	3.2	3.0	3.4	91.8		
			n/a		n/a		n/a	n/a	n/a	n/a		
			n/a		n/a		n/a	n/a	n/a	n/a		

LEGEND

200m 1:15



TRIPS TO CITY OF BRANTFORD

Time Period	Trips	% of 24 hr	Destination Purpose				Mode of Travel					
			Work	School	Home	Other	Auto Driver	Auto Passenger	Local Transit	GO Train	Walk & Cycle	Other
6-9 a.m.	41,300	19.4%	46%	23%	7%	24%	67%	13%	3%	*	10%	7%
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
24 hours	212,800		14%	5%	40%	41%	72%	18%	2%	*	5%	3%
	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a

TRANSPORTATION
TOMORROW SURVEY

datamanagementgroup

BRANTFORD, ONTARIO
N3A 1K1

COUNTY OF BRANT

DEMOGRAPHIC CHARACTERISTICS

TOTAL NUMBER OF HOUSEHOLDS 12,200

n/a

Dwelling Type	House	Townhouse		Apartment	
	91%		1%		8%
	n/a		n/a		n/a
	n/a		n/a		n/a
Household Size (persons)	1	2	3	4	5+
	17%	37%	16%	19%	11%
	n/a	n/a	n/a	n/a	n/a
	n/a	n/a	n/a	n/a	n/a
No. of Available Vehicles	0	1	2	3	4+
	4%	31%	43%	15%	7%
	n/a	n/a	n/a	n/a	n/a
	n/a	n/a	n/a	n/a	n/a
Household Averages	Persons	Workers	Drivers	Vehicles	Trips/Day
	2.8	1.6	2.0	2.0	6.0
	n/a	n/a	n/a	n/a	n/a
	n/a	n/a	n/a	n/a	n/a

TOTAL POPULATION 34,000

		Employment Status						
	Population	Transit Pass	Licensed Drivers	Student	Full time	Part time	Work at Home F/T	P/T
Male	17,000	1%	71%	25%	39%	6%	8%	1%
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Female	17,000	1%	70%	21%	26%	12%	4%	2%
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
On survey day:		Made work trip			82%	52%	35%	8%
					n/a	n/a	n/a	n/a
					n/a	n/a	n/a	n/a
Age	Median	0-10	11-15	16-25	26-45	46-64	65+	
	40.3	14%	9%	9%	25%	25%	17%	
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
Daily trips/Person (age 11+):		2.5						
		n/a						
		n/a						

TRAVEL PATTERNS

TRIPS MADE BY RESIDENTS OF BRANT COUNTY

Time Period	Trips	% of 24 hr.	Trip Purpose Category				Mode of Travel					
			HB-W	HB-S	HB-D	N-HB	Auto Driver	Auto Passng.	Local Transit	GO Train	Walk & Cycle	Other
6 - 9 a.m.	15,000	20.3%	53%	17%	21%	10%	75%	10%	*	*	5%	9%
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
24 hours	74,000	27%	7%	47%	19%		75%	17%	0%	0%	3%	4%
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Percentage of trips made within district			6-9 a.m. =	31%	24 hours =	31%	Median Trip Length (km)	9.1	8.4	87.6	96.1	
				n/a		n/a	n/a	n/a	n/a	n/a	n/a	
				n/a		n/a	n/a	n/a	n/a	n/a	n/a	

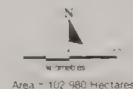
TRIPS TO BRANT COUNTY

			Destination Purpose				Mode of Travel						
Time Period	Trips	% of 24 hr	Work	School	Home	Other	Auto Driver	Auto Passng	Local Transit	GO Train	Walk & Cycle	Other	
6 - 9 a.m.	9,600	17.2%	57%	16%	8%	20%	76%	8%	*	*	8%	7%	
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
24 hours	55,800		13%	3%	53%	30%	76%	16%	0%	*	4%	4%	
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	
	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	



LEGEND

2000 FT



ORIGIN-DESTINATION MATRICES



2006 TTS O-D TRIP MATRIX

PURPOSE : ALL
 MODE : ALL
 PERIOD : 24 HRS

FROM		TO																				TOTAL
		CITY OF TORONTO	REGION OF DURHAM	REGION OF YORK	REGION OF PEELE	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	REGION OF KAWARTHA LAKES	CITY OF GUELPH	COUNTY OF WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BRANT	COUNTY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	REGION OF PETERBOROUGH	CITY OF ORILLIA	COUNTY OF DUFFERIN	CITY OF BRANTFORD	COUNTY OF BRANT	
CITY OF TORONTO	4,222,100	111,700	413,400	106,600	111,400	5,900	6,300	1,300	1,600	1,100	1,100	7,200	13,100	2,100	1,100	600	500	1,100	1,200	400	5,162,900	
REGION OF DURHAM	112,000	925,700	35,100	8,700	1,400	800	600	400	100	*	600	1,900	10,900	1,800	2,300	400	100	200	100	1,105,500		
REGION OF YORK	413,500	35,000	1,220,800	65,200	7,800	2,100	1,200	1,900	700	300	800	8,800	22,900	2,000	400	400	700	600	200	100	1,785,600	
REGION OF PEELE	310,400	5,900	86,200	1,140,700	109,200	15,300	1,100	9,800	4,200	4,200	4,400	1,500	8,500	500	300	400	300	3,400	1,000	100	2,104,400	
REGION OF HALTON	51,100	1,600	7,700	104,100	69,900	66,800	8,900	6,500	4,200	4,600	700	400	1,000	100	200	*	100	500	2,300	500	957,600	
CITY OF HAMILTON	13,400	500	2,200	14,700	66,500	954,800	26,200	7,400	2,700	800	*	200	400	300	*	100	*	100	9,500	3,400	1,003,800	
REGION OF NIAGARA	5,000	800	1,300	4,500	2,100	29,400	419,200	1,400	200	200	*	400	*	*	*	*	100	600	200	990,100		
REGION OF WATERLOO	6,600	500	1,700	9,500	6,500	7,800	1,200	1,327,400	24,200	8,500	200	200	500	200	*	100	100	300	4,600	4,100	1,104,000	
CITY OF GUELPH	1,100	300	600	4,100	4,300	2,500	100	24,200	223,900	18,400	300	200	300	*	*	*	100	200	300	200	283,200	
COUNTY OF WELLINGTON	1,400	100	300	4,300	4,400	800	200	6,600	15,200	40,600	1,300	*	300	*	*	*	700	100	100	87,500		
TOWN OF ORANGEVILLE	1,100	100	700	9,100	700	*	100	300	200	1,300	40,500	100	1,400	*	*	*	*	9,000	*	*	64,500	
CITY OF BRANT	6,900	400	8,600	3,400	400	100	100	200	100	*	100	233,700	53,400	300	100	*	3,500	300	100	*	311,800	
COUNTY OF SIMCOE	1,700	1,700	23,900	8,900	1,300	300	400	500	300	1,300	52,800	334,700	1,100	300	100	100	21,600	2,600	1,300	*	462,900	
CITY OF KAWARTHA LAKES	2,300	1,500	1,800	600	100	200	100	200	*	100	*	200	1,100	104,100	6,400	1,900	600	*	*	*	130,300	
CITY OF PETERBOROUGH	1,100	3,600	500	400	100	*	*	*	*	*	100	400	6,400	164,900	27,500	*	*	*	*	*	205,100	
COUNTY OF PETERBOROUGH	600	2,300	200	200	*	100	100	100	*	*	*	100	1,400	27,400	31,300	*	*	*	*	*	64,700	
CITY OF ORILLIA	700	400	500	400	100	*	100	100	*	*	1,500	21,300	600	*	*	55,900	*	*	*	*	81,600	
COUNTY OF DUFFERIN	1,100	100	600	1,400	400	100	100	200	300	800	8,800	300	2,500	*	*	*	*	16,800	*	*	35,400	
CITY OF BRANTFORD	1,200	700	200	1,100	1,100	9,300	600	4,500	400	100	*	*	100	*	100	*	*	170,500	26,200	*	210,500	
COUNTY OF BRANT	500	*	100	400	800	3,400	200	4,100	200	100	*	*	*	*	*	*	*	19,500	21,300	*	53,400	
REGION TOTAL		5,167,300	1,104,400	1,785,500	2,296,900	957,300	1,004,200	990,600	1,104,700	283,200	87,900	64,600	111,800	464,500	130,500	205,200	64,800	81,800	35,900	210,200	51,700	16,406,400

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row total.

2006 TTS O-D TRIP MATRIX

PURPOSE : ALL
 MODE : ALL
 PERIOD : 6 TO 9 AM

		TO																				TOTAL
FROM		CITY OF TORONTO	REGION OF DURHAM	REGION OF YORK	REGION OF PEEL	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	REGION OF WATERLOO	CITY OF GUELPH	CITY OF KAWARTHA LAKES	TOWN OF ORANGEVILLE	CITY OF BRANT	CITY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	REGION OF PETERBOROUGH	CITY OF ORILLIA	COUNTY OF DUFFERIN	CITY OF BRANTFORD	COUNTY OF BRANT	
	CITY OF TORONTO	974,100	11,100	78,400	58,600	5,200	1,200	500	1,100	400	200	-	500	200	200	-	100	100	200	-	1,131,900	
	REGION OF DURHAM	53,600	198,100	16,300	2,900	400	200	200	100	-	-	-	100	500	900	1,100	200	100	-	-	274,800	
	REGION OF YORK	143,600	4,300	281,900	19,900	1,100	100	100	300	100	-	100	500	1,800	2,300	100	100	1,000	-	-	460,700	
	REGION OF PEEL	111,200	1,100	14,200	410,200	19,800	2,600	500	1,600	800	400	1,200	400	500	-	-	-	1,000	200	100	590,200	
	REGION OF HALTON	24,900	200	2,500	17,900	142,400	10,500	900	1,500	1,100	500	100	100	200	-	-	-	-	-	400	223,200	
	CITY OF HAMILTON	4,600	100	500	5,500	22,000	175,500	1,400	1,400	500	100	-	100	-	-	-	-	-	2,300	400	217,900	
	REGION OF NIAGARA	1,700	100	200	1,100	1,100	8,600	16,200	200	-	-	-	-	100	-	-	-	-	-	100	197,500	
	REGION OF WATERLOO	1,700	200	500	3,400	1,800	1,500	400	223,400	8,200	1,600	100	100	100	100	-	-	-	-	800	500	244,200
	CITY OF GUELPH	900	-	200	1,500	1,300	500	100	5,200	40,100	2,500	100	-	-	-	-	-	-	-	-	100	58,200
	COUNTY OF WELLINGTON	600	-	100	1,900	1,400	100	-	1,400	6,000	4,500	500	-	-	-	-	-	-	200	-	23,000	
	TOWN OF ORANGEVILLE	600	-	300	3,000	100	-	-	-	100	7,500	-	200	-	-	-	-	-	1,000	-	13,000	
	CITY OF BRANT	2,200	-	3,100	1,300	100	-	-	-	100	45,400	1,500	-	-	-	-	-	500	-	-	60,600	
	COUNTY OF SIMCOE	5,100	400	8,500	3,300	200	100	100	100	400	15,000	71,300	200	100	-	-	-	6,800	400	-	111,700	
	CITY OF KAWARTHA LAKES	500	14,000	500	100	-	100	-	100	-	-	-	200	19,300	1,800	400	100	-	-	-	26,600	
	CITY OF PETERBOROUGH	200	600	100	100	-	-	-	-	-	-	-	-	800	18,300	1,400	-	-	-	-	31,600	
	COUNTY OF PETERBOROUGH	200	600	-	-	-	-	-	-	-	-	-	-	600	4,200	1,100	-	-	-	-	17,900	
	CITY OF ORILLIA	200	-	100	100	-	-	100	100	-	900	1,300	100	-	-	-	12,200	-	-	-	13,600	
	COUNTY OF DUFFERIN	400	-	200	1,700	100	100	-	100	100	2,700	100	400	-	-	-	-	-	4,400	-	10,600	
	CITY OF BRANTFORD	300	-	-	300	700	2,100	100	1,300	100	-	-	-	-	-	-	-	-	12,000	3,700	40,800	
	COUNTY OF BRANT	200	-	-	100	100	1,200	100	1,500	100	-	-	-	-	-	-	-	-	1,200	4,800	13,600	
REGION TOTAL		1,127,000	220,500	414,000	571,900	201,800	204,700	198,500	241,200	63,900	15,300	12,800	63,600	95,800	22,200	40,900	11,200	18,200	6,400	41,300	9,800	1,765,000

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row total.

2006 TTS O-D TRIP MATRIX

PURPOSE : WORK
 MODE : ALL
 PERIOD : 24 HRS

FROM	TO																				TOTAL
	CITY OF TORONTO	REGION OF DUFFERIN	REGION OF YORK	REGION OF PEEL	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	REGION OF WATERLOO	CITY OF GUELPH	COUNTY OF KENT	TOWN OF ORANGEVILLE	CITY OF BARRE	COUNTY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	REGION OF PETERBOROUGH	CITY OF ORILLIA	COUNTY OF DUFFERIN	CITY OF BRANTFORD	COUNTY OF BRANT	
CITY OF TORONTO	113,900	4,800	42,400	6,900	6,700	1,400	300	1,000	4,000	1,000	1,000	400	700	100	200	*	100	100	200	*	
REGION OF DUFFERIN	64,900	111,000	27,000	6,000	2,000	100	1,000	*	*	*	*	1,000	100	600	900	100	100	*	100	*	
REGION OF YORK	149,600	4,200	171,200	27,200	2,000	300	100	400	1,000	*	1,000	400	2,000	100	1,000	1,000	100	*	*	*	
REGION OF PEEL	120,100	1,200	144,000	17,000	1,000	1,300	500	1,600	7,000	3,000	400	400	600	*	*	*	*	200	100	*	
REGION OF HALTON	29,500	100	14,000	42,000	7,000	2,200	700	1,400	1,000	400	1,000	100	100	*	*	*	*	400	1,000	1,000	
CITY OF HAMILTON	6,200	200	4,000	1,000	2,000	111,700	1,000	2,100	1,000	2,000	*	*	*	*	*	*	*	2,000	400	400	
REGION OF NIAGARA	1,800	200	3,000	1,000	4,100	9,400	121,100	2,000	1,000	*	*	*	100	*	*	*	*	*	200	*	
REGION OF WATERLOO	2,500	100	8,000	1,100	2,000	1,500	100	15,000	1,000	1,000	1,000	100	100	100	*	*	*	*	700	400	
CITY OF GUELPH	1,300	1,000	1,000	1,100	1,400	400	100	4,400	6,200	2,400	1,000	*	*	*	*	*	*	*	100	*	
COUNTY OF WELLINGTON	600	*	200	2,000	1,000	100	*	2,000	5,600	4,900	400	*	100	*	*	*	*	200	*	*	
TOWN OF ORANGEVILLE	600	*	500	1,000	400	*	*	*	*	1,000	4,000	*	200	*	*	*	*	800	*	*	
CITY OF BARRE	1,700	100	4,600	2,400	1,000	*	*	*	*	100	26,400	8,700	*	*	*	*	600	*	*	*	
COUNTY OF SIMCOE	7,500	500	11,000	4,400	400	100	100	200	1,000	*	100	12,500	45,000	1,000	*	*	5,000	400	100	*	
CITY OF KAWARTHA LAKES	1,100	5,100	1,000	200	*	*	*	*	*	*	100	300	10,000	1,800	100	200	*	*	*	*	
CITY OF PETERBOROUGH	400	1,000	1,000	200	*	*	*	*	*	*	*	100	100	18,000	1,900	*	*	*	*	*	
COUNTY OF PETERBOROUGH	400	1,000	1,000	200	*	*	*	*	*	*	*	100	100	18,000	1,900	*	*	*	*	*	
CITY OF ORILLIA	200	*	100	1,000	*	*	*	*	*	*	100	2,000	1,000	*	*	*	6,100	*	*	*	
COUNTY OF DUFFERIN	700	*	300	2,000	2,000	100	*	1,000	1,000	2,100	*	800	*	*	*	*	*	4,300	*	*	
CITY OF BRANTFORD	500	*	1,000	500	1,000	2,500	100	1,000	1,000	*	*	*	*	*	*	*	*	2,000	3,500	3,500	
COUNTY OF BRANT	200	*	1,000	200	1,000	1,000	1,000	1,000	1,000	*	*	*	*	*	*	*	*	1,900	2,900	2,900	
REGION TOTAL	1,259,000	137,400	3,226,000	471,000	149,000	1,309,000	124,500	1,719,000	56,000	10,000	8,200	41,700	61,200	12,800	29,600	6,100	12,400	4,100	29,800	7,400	
																				2,874,000	

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row total.

2006 TTS O-D TRIP MATRIX

PURPOSE : WORK
 MODE : ALL
 PERIOD : 6 TO 9 AM

		TO																					
FROM		CITY OF TORONTO	CITY OF DURHAM	REGION OF YORK	REGION OF PEEL	REGION OF HALTON	CITY OF KAMATHIA	REGION OF NIAGARA	REGION OF WATERLOO	CITY OF GUELPH	COUNTY OF MIDDLESEX	TOWN OF ORANGEVILLE	CITY OF BRANT	COUNTY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	REGION OF PETERBOROUGH	CITY OF ORILLIA	COUNTY OF DUFFERIN	CITY OF BRANTFORD	COUNTY OF BRANT	TOTAL	
	CITY OF TORONTO	486,700	7,200	62,800	48,000	4,400	930	290	400	300	100	100	100	500	100	250	100	100	100	100	100	1,194,700	
	REGION OF DURHAM	46,500	72,400	15,200	2,800	900	100	100	100	100	100	100	100	250	400	700	100	100	100	100	100	139,000	
	REGION OF YORK	108,900	2,800	1,400	1,400	1,400	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100	242,400	
	REGION OF PEEL	87,900	900	1,400	181,200	14,600	1,500	300	1,300	500	200	100	100	100	100	100	100	100	100	100	100	106,600	
	REGION OF HALTON	22,400	100	2,400	12,400	51,200	1,400	500	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	119,400	
	CITY OF KAMATHIA	3,700	100	430	5,100	15,700	72,600	2,100	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	102,600	
	REGION OF NIAGARA	1,000	100	200	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	41,200	
	REGION OF WATERLOO	1,400	100	400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	122,400	
	CITY OF GUELPH	700	100	200	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	28,400	
	COUNTY OF WELLINGTON	300	100	100	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	12,800	
	TOWN OF ORANGEVILLE	400	100	300	2,500	200	100	100	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	6,400	
	CITY OF BRANT	1,900	100	100	1,200	100	100	100	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	57,300	
	COUNTY OF SIMCOE	4,300	300	1,600	2,900	200	100	100	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	13,000	
	CITY OF KAWARTHA LAKES	400	2,700	400	100	100	100	100	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	14,900	
	CITY OF PETERBOROUGH	100	500	100	1,400	100	100	100	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	9,800	
	COUNTY OF PETERBOROUGH	200	600	100	1,400	100	100	100	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	8,100	
	CITY OF ORILLIA	100	100	100	1,400	100	100	100	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	5,600	
	COUNTY OF DUFFERIN	300	100	200	1,500	100	100	100	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	20,300	
	CITY OF BRANTFORD	200	100	100	200	800	1,800	1,200	100	100	100	100	100	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	7,400	
	COUNTY OF BRANT	100	100	100	200	200	900	100	1,200	100	100	100	100	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,994,500	
REGION TOTAL		767,600	87,700	219,300	3,200	30,700	12,500	8,400	119,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100		

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row total.

2001 TTS O-D TRIP MATRIX

PURPOSE : ALL
 MODE : ALL
 PERIOD : 24 HRS

FROM	TO																TOTAL
	CITY OF TORONTO	REGION OF DUNDAS	REGION OF YORK	REGION OF PEELE	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	CITY OF GUELPH	COUNTY OF WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	COUNTY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	COUNTY OF PETERBOROUGH	CITY OF ORILLIA	
CITY OF TORONTO	4,144,145	1,612,117	1,854,117	2,458,858	50,039	13,739	5,734	1,440	1,877	1,896	1,489	15,036	2,637	1,825	1,068	704	5,074,526
REGION OF DUNDAS	1,176	847,254	1,117	8,604	1,601	544	431	278	192	18	471	2,454	9,708	3,428	2,284	490	1,008,629
REGION OF YORK	346,474	1,099,411	1,421,117	58,115	6,426	1,479	1,211	558	424	1,007	6,986	23,219	1,437	520	457	467	1,581,451
REGION OF PEELE	298,136	1,124	1,421,117	1,421,117	94,168	13,369	1,374	4,235	4,176	2,852	3,050	9,627	346	547	303	301	2,409,121
REGION OF HALTON	49,864	1,099	1,117	1,421,117	1,421,117	1,421,117	1,614	4,921	4,389	416	365	1,278	111	110	44	105	844,362
CITY OF HAMILTON	13,813	111	1,117	1,117	1,117	1,117	1,117	2,210	922	92	138	514	360	141	45	148	1,001,695
REGION OF NIAGARA	5,274	369	1,117	1,117	1,117	1,117	1,117	1,117	1,117	1,117	1,117	1,117	1,117	1,117	1,117	1,117	967,440
CITY OF GUELPH	3,271	176	111	1,117	4,854	2,427	650	213,855	18,562	339	16	357	16	0	80	37	244,446
COUNTY OF WELLINGTON	1,789	174	417	4,115	4,115	84	140	18,433	48,178	1,594	89	168	20	43	43	0	81,513
TOWN OF ORANGEVILLE	2,136	74	111	1,117	1,117	1,117	73	305	1,590	41,215	74	828	57	0	0	0	55,366
CITY OF BARRIE	5,199	411	1,117	1,117	1,117	1,117	128	89	89	110	187,426	47,152	218	19	0	3,306	255,860
COUNTY OF SIMCOE	1,881	2,514	1,117	1,117	1,117	1,117	650	386	221	857	47,172	291,099	724	194	130	18,922	411,921
CITY OF KAWARTHA LAKES	2,306	5,434	1,444	1,117	1,117	1,117	85	0	20	18	160	552	92,119	6,885	1,971	537	116,358
CITY OF PETERBOROUGH	1,154	1,117	1,117	456	1,117	1,117	54	17	41	16	37	266	6,734	164,758	28,338	0	207,416
COUNTY OF PETERBOROUGH	1,154	2,117	2,117	226	1,117	1,117	0	83	20	0	37	111	2,099	29,149	25,496	66	60,871
CITY OF ORILLIA	896	469	389	236	117	0	112	37	28	0	3,210	19,070	343	111	0	54,031	78,976
REGION TOTAL	5,081,970	1,008,238	1,581,813	2,003,315	843,468	1,001,857	968,337	249,555	82,186	55,717	255,959	412,211	117,161	207,713	61,309	79,182	14,009,771

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row total.

2001 TTS O-D TRIP MATRIX

PURPOSE : ALL
 MODE : ALL
 PERIOD : 6 TO 9 AM

FROM	TO																TOTAL
	CITY OF TORONTO	REGION OF DURHAM	REGION OF YORK	REGION OF PEEL	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	CITY OF GUELPH	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	CITY OF ORILLIA	CITY OF BRANTFORD	CITY OF WINDSOR	CITY OF SAGINAW	CITY OF DETROIT	CITY OF MIAMI	
CITY OF TORONTO	64,100	5,400	1,000	5,000	4,000	1,000	600	400	*	200	500	1,200	100	200	100	100	112,400
REGION OF DURHAM	5,000	17,600	14,000	100	400	500	200	*	*	*	*	*	*	200	100	100	244,500
REGION OF YORK	128,000	4,200	2,700	16,800	1,500	400	300	100	100	100	100	100	100	100	100	100	161,200
REGION OF PEEL	1,000	400	1,000	64,000	11,000	1,000	400	100	400	100	100	100	100	100	100	100	509,800
REGION OF HALTON	2,000	200	2,000	6,000	11,000	4,000	400	100	100	100	100	100	100	100	100	100	188,600
CITY OF HAMILTON	1,000	100	100	4,000	22,000	17,500	1,000	400	200	100	100	100	100	100	100	100	215,900
REGION OF NIAGARA	1,000	100	100	1,000	2,000	1,000	168,600	200	*	*	100	100	100	100	100	100	181,500
CITY OF GUELPH	900	100	200	1,000	1,200	600	100	42,100	1,000	200	100	100	100	100	100	100	48,900
COUNTY OF WELLINGTON	800	100	200	2,000	1,600	100	*	1,000	1,000	100	100	100	100	100	100	100	21,800
TOWN OF ORANGEVILLE	400	*	100	2,800	100	*	*	100	1,000	100	100	100	100	100	100	100	12,300
CITY OF BARRIE	2,700	100	2,800	1,000	100	*	*	*	1,000	4,900	100	100	100	100	100	100	48,600
COUNTY OF SIMCOE	4,500	400	9,400	1,600	300	100	100	100	100	100	100	100	100	100	100	100	100,500
CITY OF KAWARTHA LAKES	600	1,500	600	100	*	100	*	*	100	100	100	100	100	100	100	100	26,400
CITY OF PETERBOROUGH	400	800	100	*	*	*	*	*	*	100	29,300	1,400	100	100	100	100	44,400
COUNTY OF PETERBOROUGH	300	600	100	100	*	*	*	*	*	100	9,900	5,800	100	100	100	100	17,300
CITY OF ORILLIA	200	100	*	*	*	100	*	*	100	1,500	100	100	100	100	100	100	11,300
REGION TOTAL	1,295,400	192,300	465,800	4,800	11,000	1,600	174,600	62,300	10,300	1,000	1,000	11,100	2,000	4,000	1,000	1,000	1,761,800

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row totals.

2001 TTS O-D TRIP MATRIX

PURPOSE : WORK
 MODE : ALL
 PERIOD : 24 HRS

FROM	TO															TOTAL
	CITY OF ELDERSLIE	REGION OF DURHAM	MUNICIPALITY OF YORK	CITY OF BRIMM	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	CITY OF ELDERSLIE	CITY OF WELLINGTON	TOWN OF GRANVILLE	CITY OF BRIMM	COUNTY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	CITY OF PETERBOROUGH	
CITY OF ELDERSLIE	76,000	1,400	94,200	11,000	6,400	1,900	500	400	100	100	400	400	100	200	*	1,300
REGION OF DURHAM	1,400	114,200	11,400	4,000	600	200	100	100	*	*	200	400	600	200	*	1,111,800
MUNICIPALITY OF YORK	94,200	11,400	114,200	20,400	1,600	400	200	100	100	100	100	1,400	100	100	*	299,400
CITY OF BRIMM	11,000	4,000	20,400	24,000	17,000	1,600	600	600	500	700	400	600	*	*	*	415,400
REGION OF HALTON	6,400	200	2,000	1,400	66,000	6,600	700	700	400	100	100	*	*	*	*	142,200
CITY OF HAMILTON	1,900	100	400	700	1,300	11,000	2,400	300	200	*	*	100	100	*	*	666,900
REGION OF NIAGARA	500	100	200	1,000	1,000	6,400	7,400	300	*	*	*	*	*	*	*	139,400
CITY OF ELDERSLIE	400	100	200	1,000	1,400	500	100	5,000	1,600	200	*	100	*	*	*	38,100
COUNTY OF WELLINGTON	100	100	200	2,000	1,600	200	100	1,500	5,400	700	*	*	*	*	*	17,500
TOWN OF GRANVILLE	100	*	400	4,400	200	100	100	*	4,900	*	100	*	*	*	*	10,500
CITY OF BRIMM	400	200	1,600	1,800	300	*	*	*	22,000	1,400	*	*	*	*	500	44,700
COUNTY OF SIMCOE	400	100	1,000	400	400	100	100	100	600	12,000	4,400	200	*	*	4,100	86,700
CITY OF KAWARTHA LAKES	100	100	200	100	*	100	*	*	*	*	200	1,000	2,400	200	100	29,500
CITY OF PETERBOROUGH	200	1,000	200	100	*	*	*	*	*	*	100	500	12,400	2,000	*	21,800
COUNTY OF PETERBOROUGH	400	1,000	200	100	*	*	*	*	*	*	100	500	12,400	2,000	*	21,800
CITY OF ORILLIA	100	*	100	100	*	*	*	*	600	1,900	*	*	*	*	6,300	9,400
REGION TOTAL	128,500	126,700	294,700	400,700	130,500	140,800	127,900	38,800	8,000	7,200	37,300	55,100	12,200	30,400	5,200	2,555,100

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row total

2001 TTS O-D TRIP MATRIX

PURPOSE : WORK
 MODE : ALL
 PERIOD : 6 TO 9 AM

FROM	TO																TOTAL
	CITY OF TORONTO	REGION OF DURHAM	REGION OF YORK	REGION OF PEEL	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	CITY OF GUELPH	COUNTY OF WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	COUNTY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	COUNTY OF PETERBOROUGH	CITY OF ORILLIA	
CITY OF TORONTO	523,000	1,000	6,000	49,000	4,800	600	400	200	100	100	100	100	100	100	100	100	654,500
REGION OF DURHAM	40,000	1,300	13,400	2,900	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,300
REGION OF YORK	40,000	2,000	16,000	1,000	1,000	2,000	2,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,300
REGION OF PEEL	40,000	1,000	14,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,300
REGION OF HALTON	22,000	1,000	1,000	25,500	44,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,300
CITY OF HAMILTON	4,800	1,000	1,000	4,500	14,000	10,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,300
REGION OF NIAGARA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,300
CITY OF GUELPH	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,300
COUNTY OF WELLINGTON	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,300
TOWN OF ORANGEVILLE	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,300
CITY OF BARRIE	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,300
COUNTY OF SIMCOE	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,300
CITY OF KAWARTHA LAKES	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,300
CITY OF PETERBOROUGH	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,300
COUNTY OF PETERBOROUGH	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,300
CITY OF ORILLIA	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,300
REGION TOTAL	795,900	82,100	206,400	274,700	88,200	94,600	83,300										1,756,400

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row total.

1996 TTS O-D TRIP MATRIX

PURPOSE : ALL
 MODE : ALL
 PERIOD : 24 HRS

FROM \ TO	CITY OF TORONTO	REGION OF DURHAM	REGION OF YORK	REGION OF PEEL	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	REGION OF WATERLOO	CITY OF GUELPH	COUNTY OF WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	COUNTY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	COUNTY OF PETERBOROUGH	TOTAL
CITY OF TORONTO	4,009,700	34,800	118,900	281,400	43,300	12,900	6,300	5,900	1,400	1,800	1,500	4,900	9,800	2,300	1,500	700	4,798,500
REGION OF DURHAM	95,000	725,400	24,300	5,700	1,100	600	500	300	200	200	100	300	500	8,900	3,200	1,200	867,600
REGION OF YORK	318,200	24,700	769,300	38,300	3,700	1,400	1,000	1,200	500	400	500	4,400	17,200	1,600	500	300	1,103,200
REGION OF PEEL	283,900	6,000	38,800	1,189,100	70,900	11,200	4,200	6,200	1,200	3,900	6,800	1,600	5,200	400	400	400	1,632,000
REGION OF HALTON	43,300	1,100	4,000	70,700	527,900	58,700	6,400	4,100	3,400	3,300	600	200	700	100	200	200	724,800
CITY OF HAMILTON	12,900	600	1,400	13,800	59,400	809,200	21,600	5,700	2,400	800	100	300	400	100	100	*	925,200
REGION OF NIAGARA	6,400	500	1,100	4,000	8,400	21,700	820,000	1,100	400	300	100	100	200	*	*	*	862,400
REGION OF WATERLOO	6,000	400	900	6,000	4,200	5,700	1,300	911,400	16,400	8,000	100	*	300	*	100	100	968,800
CITY OF GUELPH	1,200	300	500	3,100	3,400	2,300	400	16,600	181,400	15,100	200	200	200	100	100	*	227,100
COUNTY OF WELLINGTON	1,900	200	300	3,600	3,300	800	300	5,800	15,800	38,100	700	*	*	*	*	*	70,600
TOWN OF ORANGEVILLE	1,600	100	400	6,900	600	*	100	100	200	800	32,100	100	600	*	*	*	43,400
CITY OF BARRIE	4,800	300	4,200	1,600	200	500	100	100	200	*	100	137,900	26,400	200	100	*	178,700
COUNTY OF SIMCOE	10,100	500	17,500	4,900	800	400	300	200	200	*	700	26,600	98,100	100	200	*	160,400
CITY OF KAWARTHA LAKES	2,600	8,700	1,600	300	*	200	*	200	100	*	*	100	100	98,400	6,100	1,400	119,900
CITY OF PETERBOROUGH	1,800	1,000	400	400	100	100	100	100	*	*	100	200	5,700	155,800	26,800	*	194,700
COUNTY OF PETERBOROUGH	600	1,100	100	300	200	*	*	*	*	*	*	*	*	1,600	26,300	25,700	56,200
REGION TOTAL	4,801,300	867,600	1,184,100	1,627,100	725,300	925,100	862,500	959,100	227,400	70,500	43,500	176,800	160,000	119,500	194,500	56,800	13,001,500

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row total.

1996 TTS O-D TRIP MATRIX

PURPOSE : ALL
 MODE : ALL
 PERIOD : 6 TO 9 AM

FROM	TO															TOTAL
	CITY OF TORONTO	REGION OF DURHAM	REGION OF YORK	REGION OF PEEL	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	REGION OF WATERLOO	CITY OF KAWARTHA LAKES	CITY OF WELLINGTON	CITY OF MISSISSAUGA	CITY OF BRAMPTON	CITY OF MARKHAM	CITY OF RICHMOND HILL	CITY OF SCARBOROUGH	
CITY OF TORONTO	908,100	8,300	7,100	5,400	4,500	1,100	800	700	700	700	700	700	700	700	700	1,049,200
REGION OF DURHAM	45,700	148,600	11,100	1,900	900	200	100	100	100	100	100	100	100	100	100	209,400
REGION OF YORK	100,600	2,700	175,200	3,600	600	100	200	200	100	100	100	100	100	100	100	291,500
REGION OF PEEL	103,900	700	11,100	280,100	12,400	1,600	600	600	600	200	800	200	400	100	100	415,300
REGION OF HALTON	22,900	100	1,500	25,000	104,200	9,900	900	1,000	600	800	100	100	100	100	100	166,700
CITY OF HAMILTON	4,800	100	100	1,800	17,400	159,300	2,500	1,500	600	100	100	100	100	100	100	190,400
REGION OF NIAGARA	1,600	100	100	900	2,100	7,200	151,900	100	100	100	100	100	100	100	100	164,200
REGION OF WATERLOO	2,100	100	100	2,200	1,200	1,400	100	184,500	4,700	1,100	100	100	100	100	100	197,400
CITY OF GUELPH	900	100	100	1,400	1,100	700	100	100	140,000	1,700	100	100	100	100	100	44,300
COUNTY OF WELLINGTON	600	100	100	1,900	1,100	800	100	1,700	5,100	8,600	200	100	100	100	100	19,900
TOWN OF ORANGEVILLE	700	100	100	2,500	100	100	100	100	100	100	100	100	100	100	100	10,200
CITY OF BRAMPTON	1,700	100	1,800	600	100	100	100	100	100	100	100	100	100	100	100	10,800
COUNTY OF SIMCOE	5,200	100	7,300	2,100	100	100	100	100	100	100	100	100	100	100	100	46,900
CITY OF KAWARTHA LAKES	900	2,500	500	100	100	100	100	100	100	100	100	100	100	100	100	23,300
CITY OF PETERBOROUGH	400	700	100	100	100	100	100	100	100	100	100	100	100	100	100	29,100
COUNTY OF PETERBOROUGH	300	500	100	200	100	100	100	100	100	100	100	100	100	100	100	15,100
REGION TOTAL	1,200,400	164,800	281,800	486,100	145,100	141,500	117,100	144,100	47,800	12,000	8,300	1,700	28,000	14,200	16,400	2,904,800

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row total.

1996 TTS O-D TRIP MATRIX

PURPOSE : WORK
 MODE : ALL
 PERIOD : 24 HRS

FROM	TO																TOTAL
	CITY OF TORONTO	REGION OF DURHAM	REGION OF YORK	REGION OF PEELE	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	REGION OF WATERLOO	CITY OF GUELPH	COUNTY OF WELLINGTON	TOWN OF ORANSEVILLE	CITY OF BARRIE	COUNTY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	COUNTY OF PETERBOROUGH	
CITY OF TORONTO	713,800	8,700	84,000	67,800	5,000	11,000	600	600	400	100	100	500	500	100	100		889,500
REGION OF DURHAM	57,600	6,100	13,700	1,700	400	100	*	*	*	*	*	100	100	100	400		171,600
REGION OF YORK	102,500	2,400	11,400	11,800	700	200	100	100	*	100	500	1,200	100	100	100		221,800
REGION OF PEELE	116,100	400	15,300	194,400	11,000	1,500	500	800	600	200	700	200	400	*	100		344,600
REGION OF HALTON	26,500	200	1,700	28,600	64,600	9,200	1,000	1,800	600	700	*	*	100	*	*		133,900
CITY OF HAMILTON	6,400	200	600	5,600	22,300	11,400	2,400	1,600	700	100	*	200	100	*	*		159,100
REGION OF NIAGARA	1,900	100	300	1,300	2,900	8,600	11,800	100	100	*	*	*	*	*	*		129,300
REGION OF WATERLOO	2,500	100	400	1,600	1,600	1,400	1,100	131,700	4,000	1,400	*	*	*	*	*		150,400
CITY OF GUELPH	1,200	100	100	1,700	1,100	600	*	1,300	24,600	1,800	*	100	*	*	*		34,400
COUNTY OF WELLINGTON	600	*	200	2,300	1,500	200	100	1,400	4,800	4,800	200	*	*	*	*		15,800
TOWN OF ORANSEVILLE	800	*	200	1,800	100	*	100	*	*	3,900	100	100	*	*	*		8,700
CITY OF BARRIE	1,700	100	2,300	900	*	*	*	*	*	*	17,500	2,900	*	*	*		26,400
COUNTY OF SIMCOE	1,900	200	8,500	2,500	200	100	100	100	*	200	6,200	13,800	*	100	*		40,000
CITY OF KAWARTHA LAKES	1,400	1,400	800	100	*	*	*	*	*	*	100	*	1,600	1,800	200		19,600
CITY OF PETERBOROUGH	500	1,100	100	100	*	*	*	*	*	*	*	*	600	17,900	1,200		21,400
COUNTY OF PETERBOROUGH	400	800	100	200	100	*	*	*	*	*	*	*	100	7,800	1,400		12,900
REGION TOTAL	1,151,900	112,900	229,400	545,100	114,500	142,100	118,900	142,800	38,200	8,500	5,400	25,400	19,300	11,900	28,200	4,800	2,379,400

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row total

1996 TTS O-D TRIP MATRIX

PURPOSE : WORK
 MODE : ALL
 PERIOD : 6 TO 9 AM

FROM:	TO:																TOTAL
	CITY OF TORONTO	REGION OF DURHAM	REGION OF YORK	REGION OF PEEL	REGION OF HALTON	CITY OF HAMILTON	REGION OF NIAGARA	REGION OF WATERLOO	CITY OF GUELPH	COUNTY OF WELLINGTON	TOWN OF ORANGEVILLE	CITY OF BARRIE	COUNTY OF SIMCOE	CITY OF KAWARTHA LAKES	CITY OF PETERBOROUGH	COUNTY OF PETERBOROUGH	
CITY OF TORONTO	498,200	6,200	60,400	44,800	3,600	600	400	400	300	*	100	300	200	100	100	*	615,900
REGION OF DURHAM	41,800	62,100	10,500	1,800	200	100	*	*	*	*	100	*	200	300	*	*	117,200
REGION OF YORK	79,500	1,600	70,100	8,700	500	100	100	100	100	*	100	400	700	*	100	*	162,100
REGION OF PEEL	88,800	500	11,600	132,400	9,200	1,100	300	600	500	100	400	200	200	*	*	*	245,900
REGION OF HALTON	21,400	100	1,300	22,000	43,600	7,300	700	800	500	200	*	*	*	*	*	*	98,100
CITY OF HAMILTON	4,200	100	200	3,500	14,700	77,300	1,500	1,100	500	100	*	100	100	*	*	*	103,300
REGION OF NIAGARA	1,100	100	100	800	1,900	6,000	75,000	*	100	*	*	*	*	*	*	*	85,000
REGION OF WATERLOO	1,500	100	200	2,200	1,000	700	100	93,500	4,200	900	*	*	*	*	*	*	104,400
CITY OF GUELPH	800	100	100	1,300	900	400	*	2,500	16,300	1,200	*	*	*	*	*	*	23,600
COUNTY OF WELLINGTON	400	*	100	1,800	900	200	100	1,100	3,500	3,200	100	*	*	*	*	*	11,500
TOWN OF ORANGEVILLE	600	*	100	2,200	100	*	*	*	*	*	2,300	*	100	*	*	*	5,300
CITY OF BARRIE	1,400	100	1,700	600	*	*	*	*	*	*	*	10,900	1,900	*	*	*	16,700
COUNTY OF SIMCOE	4,800	100	6,100	2,300	100	*	100	100	*	*	200	4,100	9,100	*	100	*	27,000
CITY OF KAWARTHA LAKES	800	2,100	400	100	*	*	*	*	*	*	*	100	*	7,100	1,200	100	11,700
CITY OF PETERBOROUGH	200	500	100	100	*	*	*	*	*	*	*	*	*	500	11,700	800	14,000
COUNTY OF PETERBOROUGH	200	400	*	200	100	*	*	*	*	*	*	*	*	100	5,500	2,300	9,000
REGION TOTAL	745,600	74,000	163,200	224,600	76,900	94,000	78,200	100,200	26,000	5,700	3,200	16,200	12,400	8,000	19,000	3,200	1,650,600

NOTE: All numbers have been rounded to the nearest one hundred. As a result, there may be some discrepancy in the column and row total

PUBLICATIONS

Title of Publication

2006 Transportation Tomorrow Survey: Design and Conduct of the Survey

2006 Transportation Tomorrow Survey: Data Guide

2006 Transportation Tomorrow Survey: Data Validation

2006 Transportation Tomorrow Survey: 2006, 2001 & 1996 Travel Survey Summaries

2006 Transportation Tomorrow Survey: 2006, 2001, 1996 & 1986 Summary Report of the GTA

2006 Transportation Tomorrow Survey: Interview Manual

2006 Transportation Tomorrow Survey: Coding Manual

2006 Transportation Tomorrow Survey: Seminar

